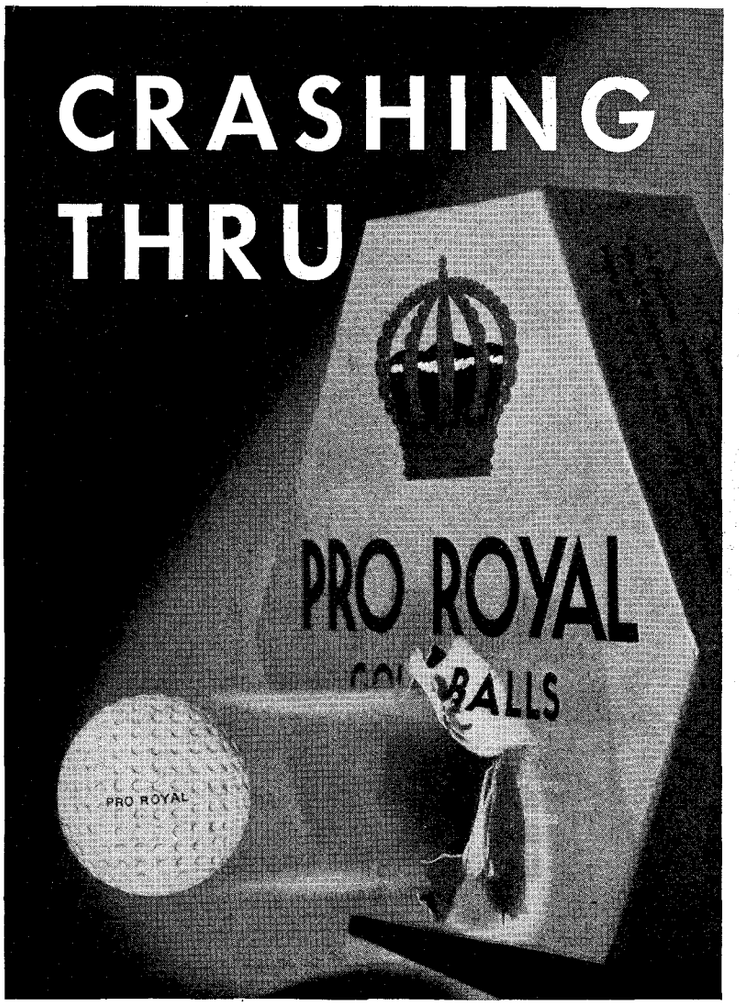

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for MAY 14, 1932

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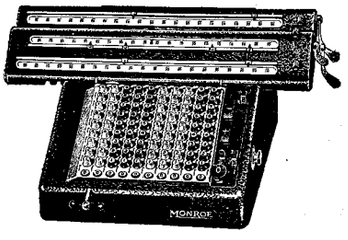

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45 Persons Burned to Death by a Match

TOSSING a blazing match toward an open window, a hotel guest hurriedly left the room . . . Lace curtains, delayed discovery of the fire and a holiday crowd of parade spectators were the contributing factors that made tragedy of this small, careless act.

A bellboy discovered the fire. After wasting precious moments in futile efforts to subdue it, he ran downstairs and to the sidewalk, headed for an alarm box across the street. People blocked his progress and the din of brass bands drowned his cries. A policeman, misunderstanding his frantic actions, held him from cutting through the parade.

Alarms were finally sounded—five of them, but the firemen found a building possessed by smoke and flames. Occupants of numerous rooms were climbing out from windows. Open halls and stairways helped make an inferno.

Many lives were saved. But, the death toll was forty-five. This loss, with $900,000 in property value, was the sacrifice to lack of proper fire prevention and control.

★ ★ ★

The only mitigating feature was the fact that the property had been adequately insured against fire loss with a dependable company. Consult a **North America Agent** for advice on protection as well as prevention. North America Agents are listed in Bell Telephone Classified Telephone Directories under the heading—Insurance Company of North America.

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The Literary Digest

NEW YORK, MAY 14, 1932

TOPICS OF THE DAY

International

Clarence Darrow and the Four Defendants Who Served a Term of Sixty Minutes Each

Left to right are Edward J. Lord, Mrs. Fortescue, Mr. Darrow, Lieutenant Massie and Albert O. Jones.

Stilling the Storm in the Pacific Paradise

SENTENCED TO TEN YEARS AT HARD LABOR, the four Massie murder-case defendants serve one hour, in a palace, and are freed by executive commutation.

Thus, another odd twist is added to the tragic episode which has kept "the garden spot of the Pacific" in a turmoil for months.

What will the outcome be? Will the commutation of sentence bring peace to Honolulu, or will the city continue to have the air of an armed camp, in fear of outbreaks of violence? Will Washington act on the widely exprest demand that Hawaii be "cleaned up"?

That people in Honolulu itself feel that nothing in the way of pacifying the community has been accomplished by Governor Judd's commutation order is indicated by an editorial in the Honolulu *Advertiser*. The Governor, it says, "has evaded the issue, and again has placed Hawaii in an unenviable light before the nation." It believes a pardon should have been granted.

And other dispatches from the islands indicate that racial antipathies have not been calmed.

"The immediate reaction of some Hawaiians was resentment," says the Associated Press correspondent, and he quotes Princess David Kawananakoa, Republican national committeewoman for Hawaii:

"With this commutation the verdict of a jury, composed of men of intelligence, sound judgment and good character, with the facts and law before them, becomes a farce, and the truth, as brought out by the prosecution, becomes a travesty. Are we to infer from the Governor's act that there are two sets of laws in Hawaii—one for the favored few and another for the people in general?"

AND the reaction of those in this country who have denounced the Massie manslaughter verdict, and demanded a "clean-up", is voiced by the New York *American* of the Hearst press:

"Congress should grant each of these defendants the full and complete pardon for which the Crisp bill provides by enacting that legislation under a suspension of the rules in both Houses.

"Then Congress should proceed to clean up the Hawaiian Islands in general, and Honolulu in particular, by ridding the territory of the present cowardly and corrupt government that pollutes it, and establishing in its place an American government worthy the name."

THE Massie verdict had already created a tempestuous reaction at Washington and a bitter debate in the American press before the commutation of sentence put the new aspect on it.

The verdict was "an insult to human decency and a blot upon American justice," declared the Denver *Post*.

On the other hand, the Richmond *News Leader* said that the verdict, accompanied as it was by a recommendation of leniency, was "incredibly good," and it complimented the mixed jury for "a surprizing display of sanity and common sense."

This sharp clash of opinion is an echo of crashing head-lines telling of events during and immediately after the dramatic trial in faraway Honolulu.

People who had stood in line and fought mosquitoes all night to get a place each day in the sun-splashed court-room finally heard the mixed-blood jury make its report. Instead of second-degree murder, they found all four defendants guilty of manslaughter in the killing of Joseph Kahahawai. They were Mrs. Granville R. Fortescue, New York and Washington society woman; her son-in-law, Lieut. Thomas H. Massie of the United States Navy, and two enlisted men of the Navy, Albert O. Jones and E. J. Lord. Kahahawai had been accused as one of five men who beat and criminally assaulted Mrs. Fortescue's daughter, Mrs. Thalia Massie, twenty-year-old wife of the lieutenant.

If the verdict returned after forty-nine hours of deliberation may be likened to an explosion, it set off a series of blasts in Honolulu and Washington. Among these as reported by the press are:

Honolulu was reported seething with emotion, and a careful guard is kept to prevent outbreaks of violence.

White women of Honolulu instituted a boycott against business houses employing members of the jury.

Bills were introduced in both Houses of Congress providing for a Congressional pardon for the four defendants.

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Senator Lewis of Illinois launched a movement to ask President Hoover to grant a pardon.

Senator McKellar of Tennessee, also condemning the verdict, declared that Judge Albert A. M. Cristy, who presided over the grand jury which returned the indictment, really "found the indictment," and should be impeached.

Representative Thatcher of Kentucky, Massie's home State, circulated a petition in the House urging Governor Judd of Hawaii to pardon the defendants.

The Senate rushed a bill through to prevent the other alleged assailants of Mrs. Massie from being freed through the possible operation of a Hawaiian law providing freedom in case of a second "hung" jury.

At Washington, as well as in many papers, a demand was made that the Hawaiian islands be put under military rule.

But in the midst of the hullabaloo, and while America was waiting to hear what the sentence would be, the cables suddenly brought unexpected news. Two days before the date originally set, the court sentenced each of the defendants to serve the maximum term—ten years at hard labor in Oahu prison.

Immediately Governor Judd commuted the sentences to one hour each. This the defendants "served" in Iolani palace where, as the Associated Press tells us, they were in the nominal custody of the High Sheriff. Then, all four were free.

The commutation, however, said Attorney-General Hewitt, was not a pardon, and did not restore their civil rights. Mr. Darrow exprest a belief that Federal action would be taken to remedy this. Massie, Jones and Lord, according to Navy authorities, will not lose their Navy status.

Acme

"Criticism of the Verdict Is Unfair"

Declares John C. Kelley, who prosecuted the Massie murder case.

While gratified at Governor Judd's action, Senators and Representatives, who had taken up the fight, declared that the commutation did not go far enough, and that they would continue to press for a complete pardon.

And papers which demanded that Hawaii be "cleaned up" are still hammering away in that campaign.

For a review of this dramatic case, we quote the Honolulu correspondent of the Associated Press:

"On January 8, while making his daily report to the court pending retrial of the Massie attack case, Kahahawai was lured into an automobile by a fake summons. At the end of a wild chase toward Koko Head, just outside of town, police stopt an automobile driven by Mrs. Granville Fortescue, mother of the attack victim, and containing Massie and E. J. Lord, Navy enlisted man, and the sheeted body of Kahahawai.

"Public feeling surged high.

"The United States Senate ordered a Department of Justice investigation of law enforcement here.

"As the trial started, Seth W. Richardson, Assistant Attorney-General, who made the Justice Department investigation, reported finding no organized crime here, and said sex offenses seemed fewer proportionately than in mainland localities of similar population. He recommended, however, that the Federal Government 'assume closer responsibility' for law and order in the islands.

"Massie, on the stand, told how he had arrived home to find his wife brutally beaten, and sobbing out the story of the attack; how the case preyed on his mind, and how rumors circulated after the attack-case jury disagreed.

"Massie said he and the three other defendants plotted and carried out the abduction. He said he confronted Kahahawai with a pistol, demanded a confession, and that his mind suddenly went blank when Kahahawai said, 'Yes, we done it.'

"Two Los Angeles alienists testified Massie suffered from 'shock amnesia' the moment of the tragedy."

The Shanghai Peace Pact

Propt up in hospital cots in Shanghai, victims of recent attacks, representatives of the Japanese and Chinese Governments signed on May 5 an agreement which, it is hoped, will establish peace in that troubled area.

Soon after signing for Japan at the Fumin Hospital, Minister Mamoru Shigemitsu underwent the amputation of his right leg, shattered by the bomb which was hurled at a group of high Japanese officials in Hongkew Park a few days before. Before going under the anesthetic, he shook hands with Samuel Chang, Director of Intelligence at the Chinese Foreign Office, and said:

"Tell your people we must be friends."

After Shigemitsu signed, the agreement was taken to the Japanese Military Hospital for the signature of General Kenkichi Uyeda, who was also injured in the bombing.

Chinese Vice-Foreign Minister Quo Tai-chi, who signed at the Chinese Hospital, was recovering from injuries inflicted by a group of Chinese students who invaded his home, accused him of selling out his country, and beat him severely.

The peace pact was also initialed at the British consulate by General Wang Kiang and General Tai-chi for China, and by General Tashiro and Admiral Shinada representing Japan.

The terms of the agreement, as reported by the United Press correspondent, cover the following five points:

1. Immediate cessation of hostilities.
2. The Chinese will retain their present positions.
3. The Japanese will withdraw to the International Settlement and extra-settlement roads, as before fighting started January 28, except that some troops may be temporarily stationed in adjacent localities.
4. A joint commission of twelve, two representatives, each from Japan, China, the United States, France, Great Britain, and Italy, will certify withdrawal of troops and collaborate in the transfer of administration from Japanese troops to Chinese police.
5. Effective from date of signature, the English text of the agreement will be observed, altho Chinese and Japanese versions will be signed later.

"As the first step of faithful execution of the agreement, the Japanese Army will start withdrawal of troops to-morrow." This message was sent from the Japanese military headquarters to the Chinese headquarters immediately after the peace terms were signed.

"I believe the agreement means an early return to normality," says Nelson T. Johnson, American Minister to China, who praises both sides for their forbearance. And in a United Press dispatch from Nanking we read:

"The Nationalist Government will immediately establish special constabulary to maintain peace in the evacuated areas at Shanghai, it was announced to-day, employing experts as officers and instructors.

"Chinese delegates to the Shanghai Peace Conference notified the Government there was nothing in the peace agreement implying any permanent restriction on the movements of Chinese troops in Chinese territory."

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Wrecking the Economy Bill

IF EDITORIAL THUNDER HAS ANY EFFECT on a Congressman, Washington must have a good many cases of broken eardrums just now.

Across the country runs a roar of violent protest and denunciation, mixed with pity and contempt, as the House takes a final whack at the national economy bill and calls it a day.

To editors it is a bitter day. For, in the various phrases of the Washington correspondents, the $200,000,000 bill on which so much time was spent and which was expected to give such needed relief to the bedeviled taxpayer, was "shot full of holes," "wrecked," "torn to pieces," and "emasculated beyond recognition."

Exactly how much of the proposed $200,000,000 saving is left seems uncertain, but the correspondents put it at about thirty to forty millions. Thus more than $160,000,000 escapes the ax.

"The House has covered itself with shame," declares the Washington *Post*, and calls it "the hall of cowards." "It no longer represents the American people, but only the narrow and selfish political interests of its own members."

And with that stinging indictment from Washington itself many editors agree. How, they demand, is the country to survive the crisis of the $2,300,000,000 deficit if Congress will not cut expenses? Must the taxpayer sweat even more?

Running the Congressional Gantlet

—Carmack in "The Christian Science Monitor."

How the House kicked over the traces is described for us by a *Post* reporter, Robert C. Albright:

"The tide of economy swept back from Capitol Hill yesterday. Lost in the receding flood were low-bracket government wage-cuts, the President's Federal furlough plan, an Army-Navy merger, and $48,714,000 in curtailed veterans' pay.

"Left high and dry in the House was all that remained of the wreckage—$42,314,000 in economies reclaimed from a program originally estimated at $200,000,000. Disgusted with the outcome, Economy Chairman John McDuffie cast a futile vote against his own ruined bill.

"Heedless of leadership, the House for seven and a half hours pursued its insurgent course, completing disruption of the savings program by refusing approval of veterans' cuts, then reaffirming in nine separate roll-calls its former stand against cutting small salaries, furloughing workers, and consolidating the nation's defense forces.

"Vainly attempting to stem the tide the Democratic economy committee at the last minute threw an entirely new pay-cut plan into the gap. It was torn away by impatient members."

"THE revolting House Democrats," writes the correspondent of the New York *Herald Tribune*, "were joined by many Republicans, whose leaders threw up their hands after the first decisive vote on the economy program." Five successive moves made by Representative McDuffie "to restore parts of his program were bowled over by approximately the same votes and alinements."

When it was all over, says the New York *Times* correspondent, "the demoralized leaders of Congress were hopeful of some suggestion that might lead to economy. They apparently had decided to leave to the Senate the problem of finding money to the amount stricken from the bill."

Providing a concise summary, the *Herald Tribune* writer tells us that "the economy program, as approved and made part of the $33,000,000 legislative appropriation bill by the House, showed the following proposed savings eliminated:"

Pay cuts eliminated	$55,000,000
Saturday half-holidays retained	9,000,000
Transport services retained	2,000,000
Printing allowance	1,000,000
Veterans' disability allowances	48,714,000
Army-Navy consolidation	50,000,000
Total	$165,714,000

Only the following savings, we read, were approved:

Pay cuts (11 per cent. on wages over $2,500)	$12,000,000
Personnel allowances, etc., reduced	13,700,000
Abolition Philippine Scouts	5,000,000
Printing allowance cut, shipping board reorganization	2,500,000
Fees levied for bureau services	725,000
Restrict transfers of Army and Navy	3,368,000
Elimination Washington heating plant	750,000
Total	$38,043,000

Duplications and overlappings, it is said, reduce this $38,000,000 to about $30,000,000.

"The House was so demonstrative over the veterans' item," adds the writer, "as if reflecting the mood of yesterday, when the members gave overwhelming approval to $100,000,000 to $160,000,000 five-year programs of widows' and orphans' pensions, that the Democratic leadership did not attempt to force a separate record vote on a motion to reconsider the earlier action."

Why did the House throttle the economy bill? It is "an exhibition of the difficulties of legislation in the mass on questions that become distinctly local when they are submitted to a vote," according to David Lawrence of the Consolidated Press—

"Just as a tariff bill goes laboriously through the House and Senate, being subjected to all kinds of local pressure, so the economy bill has been torn to shreds by a galaxy of roll-calls and votes that prove the pressure from back home, especially from the organized groups, is just as powerful in keeping items intact as it often is in getting new appropriations inserted.

"Whether using the gag rule or any other parliamentary procedure, the House of Representatives is not able to develop the 'national interest' on economies or taxes."

"THE failure of the House is due chiefly to cowardice and selfishness," asserts the Detroit *Free Press*, and the New York *Sun* thinks its behavior "suggests the madness that comes over politicians as conventions and campaigns approach."

"Politics of the cheapest kind seems to rule Congress," adds the Boston *Post*.

"And this at a time when patriotism and non-partizanship should rule."

"Congress is a mob; House membership should be reduced," declares the New York *American* of the Hearst chain.

"Our problem," says Walter Lippmann in the New York *Herald Tribune*, "can be solved only by the awakening of an informed and powerful public opinion."

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Which Side "Got the Breaks" in the Big Poll?

THE EVIDENCE IN THE CASE—all of it—is spread upon the record before our readers' eyes.

An answer to every sincere question concerning THE LITERARY DIGEST'S apportioning of Prohibition-poll ballots among the States, may be found in, or deduced from, the statistical table on this page.

Nothing is held back. A DIGEST poll has no secrets from the public.

This table shows exactly how the poll was constructed in advance, like the skeleton of a sky-scraper, and how the people responded with their ballots, filling in the gaps and completing the giant structure.

How 20,706,352 Prohibition Poll Ballots Were Apportioned Among the States

State	Population	Per Cent. of U. S. Population	Popular Vote 1928	Per Cent. of U. S. Popular Vote	Digest Ballots Mailed	Per Cent. of Total Ballots Mailed	Ballots Returned to Digest	Per Cent. of Total Ballots Returned
Alabama	2,646,248	2.15	248,982	0.68	216,037	1.04	36,832	0.78
Arizona	435,573	0.36	91,254	0.25	59,892	0.29	9,579	0.21
Arkansas	1,854,482	1.51	197,693	0.54	154,704	0.75	31,019	0.66
California	5,677,251	4.62	1,796,656	4.87	1,368,482	6.61	217,567	4.66
Colorado	1,035,791	0.84	392,242	1.06	211,995	1.03	37,757	0.81
Connecticut	1,606,903	1.31	553,031	1.50	286,687	1.39	72,342	1.55
Delaware	238,380	0.20	105,891	0.29	35,042	0.17	8,867	0.19
Dist. of Col.	486,869	0.39	....	....	108,184	0.52	13,518	0.29
Florida	1,468,211	1.20	253,674	0.69	198,495	0.96	46,390	1.00
Georgia	2,908,506	2.37	229,159	0.62	245,705	1.19	39,517	0.84
Idaho	445,032	0.36	154,230	0.42	80,938	0.39	16,023	0.34
Illinois	7,630,654	6.22	3,107,489	8.43	1,583,933	7.65	282,720	6.06
Indiana	3,238,503	2.63	1,421,314	3.85	707,485	3.42	206,226	4.42
Iowa	2,470,939	2.02	1,009,362	2.74	653,411	3.16	90,354	1.93
Kansas	1,880,999	1.53	713,200	1.93	481,435	2.33	84,121	1.81
Kentucky	2,614,589	2.13	940,604	2.55	278,338	1.34	79,805	1.70
Louisiana	2,101,593	1.71	215,833	0.58	200,662	0.97	40,796	0.88
Maine	797,423	0.65	262,171	0.71	174,772	0.84	35,671	0.76
Maryland	1,631,526	1.33	528,348	1.43	228,517	1.10	61,282	1.32
Massachusetts	4,249,614	3.46	1,577,827	4.28	804,702	3.89	183,134	3.92
Michigan	4,842,325	3.94	1,372,082	3.72	900,710	4.35	181,368	3.88
Minnesota	2,563,953	2.09	970,976	2.63	546,748	2.64	133,169	2.86
Mississippi	2,009,821	1.64	151,692	0.41	153,555	0.74	27,352	0.58
Missouri	3,629,367	2.95	1,500,721	4.07	690,343	3.33	150,409	3.22
Montana	537,606	0.44	194,108	0.53	93,219	0.45	24,854	0.54
Nebraska	1,377,963	1.12	547,138	1.48	348,140	1.68	53,012	1.13
Nevada	91,058	0.08	32,417	0.09	18,118	0.09	3,347	0.07
New Hampshire	465,293	0.38	196,747	0.53	93,302	0.45	21,149	0.46
New Jersey	4,041,334	3.29	1,549,381	4.20	608,821	2.94	204,759	4.38
New Mexico	423,317	0.34	118,014	0.32	33,189	0.16	6,368	0.14
New York	12,588,066	10.26	4,466,072	12.11	2,039,324	9.85	503,616	10.79
North Carolina	3,170,276	2.58	636,070	1.72	318,597	1.54	64,790	1.38
North Dakota	680,845	0.55	239,867	0.65	132,626	0.64	28,015	0.60
Ohio	6,646,697	5.42	2,508,346	6.80	1,407,626	6.80	386,563	8.28
Oklahoma	2,396,040	1.95	618,427	1.68	350,679	1.69	55,030	1.18
Oregon	953,786	0.78	319,942	0.87	209,810	1.01	37,717	0.81
Pennsylvania	9,631,350	7.84	3,150,615	8.54	1,542,866	7.45	527,542	11.30
Rhode Island	687,497	0.56	242,784	0.66	111,184	0.54	21,826	0.47
South Carolina	1,738,765	1.42	68,605	0.19	157,909	0.76	30,643	0.65
South Dakota	692,849	0.56	261,865	0.71	124,333	0.60	22,269	0.48
Tennessee	2,616,556	2.13	363,473	0.98	273,994	1.32	56,601	1.21
Texas	5,824,715	4.75	708,999	1.92	802,299	3.87	123,359	2.65
Utah	507,847	0.41	176,604	0.48	83,177	0.40	14,931	0.32
Vermont	359,611	0.29	135,191	0.37	68,340	0.33	16,266	0.34
Virginia	2,421,851	1.98	305,358	0.83	302,385	1.46	75,338	1.62
Washington	1,563,396	1.27	500,840	1.36	350,462	1.69	64,331	1.38
West Virginia	1,729,205	1.41	642,752	1.74	178,465	0.86	68,403	1.46
Wisconsin	2,939,006	2.39	1,016,872	2.76	651,210	3.15	131,230	2.81
Wyoming	225,565	0.19	84,496	0.23	35,505	0.17	8,252	0.18
	122,775,046	100	36,879,414	100	20,706,352	100	4,636,029	
State Unknown							32,508	0.70
TOTALS							4,668,537	100

Please investigate, in particular, the middle and last columns. Compare them, State by State. The middle one is headed "Per Cent. of U. S. Popular Vote"; the last one, "Per Cent. of Total Ballots Returned."

The close parallel between these two columns is one of the most extraordinary statistical features of the poll. That the ballots should have come back to THE DIGEST from the several States in quantities so closely in proportion to each State's popular vote at the last Presidential election seems almost miraculous.

A testimony of results to sound planning and workmanship. Yes, and perhaps a little bit of luck that goes with DIGEST polls.

See how it works. Take the first State—Alabama. Running along the line, we learn, first, its population. Then the percentage of population to the total population of the country. Then, Alabama's popular vote at the last Presidential election.

And then—observe—the percentage of the State's popular vote to that of the nation.

This is where THE DIGEST steps into the picture. First, the number of ballots we mailed to Alabama. Next, percentage of ballots to the total ballots throughout the country; next, the number of ballots returned from Alabama.

Finally—observe again—the percentage of Alabama's returns to the whole country's returns.

ALABAMA'S popular vote—248,982—was 0.68 per cent. of the U. S. popular vote. She received 216,037 DIGEST ballots and returned 36,832. Her return was 0.78 per cent. of total ballots returned.

The difference between her percentage of the U. S. popular vote and her percentage of DIGEST ballots returned is one-tenth of 1 per cent.

In a word, the two virtually tally.

That is, Alabama returned her exact quota of ballots, assuming such quota to have been based on her U. S. popular vote!

And so it goes, down the list of States, those two columns tallying within a fraction of 1 per cent.—except in four cases.

Well, let's investigate those four exceptions.

Illinois, New York, Ohio, and Pennsylvania are the States in which the variations between popular vote percentage and returned ballot percentage amount to 1 per cent. or more. Illinois, with 8.43 per cent. of popular vote, sent but 6.06 per cent. of total ballots returned. New York, with 12.11 per cent. of popular vote, returned but 10.79 per cent. of total ballots returned.

Ohio and Pennsylvania, on the other hand, exceeded their "quotas." The former, with 6.80 per cent. of popular vote, sent in 8.28 per cent. of ballots. The latter, with 8.54 per cent. popular vote, returned 11.30 per cent. of ballots.

To summarize: One State gave 2.37 per cent. less ballot return than its "quota"; another gave 1.32 per cent. less. One State gave 1.48 per cent. more than its "quota"; another, 2.76 per cent. more.

And forty-four States gave their exact quotas, within fractions of 1 per cent.!

Our table shows very clearly the immense disproportion which population bears to popular vote in certain States—and it happens that they're mostly in the politically dry belt. This condition, indicating massive sections of the population which do not go to the polls, is well understood in the South. It explains why

We advise our readers to make the acquaintance of this monumental record. Go to it, friends. Don't be daunted by those tall columns of figures. They're more entertaining than they look. When once you get the hang of them, you'll find them full of juicy and unexpected facts.

Here you may prove for yourselves whether it is true or false that THE DIGEST "pampered the drys," as some of our wet critics have grumbled, or "coddled the wets," as we have been hotly accused of doing by some of our peppery dry monitors.

When you get used to those columns of quaint little decimals, you'll find them quite eloquent. They reveal many important truths that are bound up in the fairness and integrity of the poll, and in the relation of the whole structure to the matured will of the American people toward Prohibition in this most perplexing and disturbing of Presidential years.

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THE DIGEST bases its ballot apportionment on popular vote rather than population.

It was on this basis, our readers will recall, that we demolished in our issue of April 30 an attack on the poll, accompanied by some incomplete and misleading statistics, which had been circulated in the South by a Mr. Withers.

Our present table shows to all the world how faithfully we supplied both wet and dry States with ballots apportioned to their just claims. As we remarked not long ago, the poll is not built like a watch. It's no chronometer, either. But we bank on it to tell the time of day as closely as its most famous predecessors among DIGEST polls.

In that opinion we are supported by the march of events as well as by a strong body of editorial opinion. The Republican Senatorial primary in Pennsylvania struck a timely note of confirmation just before the publication of the final report of the poll, and many editors comment upon the fact. Says the Washington *News:*

"The LITERARY DIGEST poll and the conclusive returns of the Pennsylvania Republican Senatorial primary are mandates by the voters for straight repeal. THE DIGEST posed the question squarely, repeal or continuance. The Pennsylvania contest was equally clear-cut on this question. 'Puddler Jim' Davis was an admittedly weak candidate against a colorful figure like Butler. Prohibition was the issue, and Davis, advocating repeal, won nearly two to one, with unexpected strength in the rural sections."

To the New York *American*, which also links the DIGEST poll and the Pennsylvania primary in one editorial, it seems that the triumph of Davis is "the answer to those who seek to discredit the polls, which have usually shown a preponderance of wet sentiment throughout the country."

A check-up of the DIGEST poll in connection with the primary was engineered by *The North Penn Reporter*, published in Lansdale, Pennsylvania, by Walter L. Sanborn, who explains in a letter:

"We took the figures THE DIGEST so kindly furnished us from its poll, and reduced them to a percentage basis. Then we took the returns in Tuesday's Republican primary election in this county (Montgomery), where the Republican contest for Congress was pretty clean-cut on the wet and dry issue, and did the same thing with them.

"The result, especially in the county as a whole, seems to me a remarkable confirmation of your conclusion as to sentiment. The parallel is even more striking in some of the individual districts."

THE details of the test are given by *The North Penn Reporter* in the course of a column editorial, which concludes:

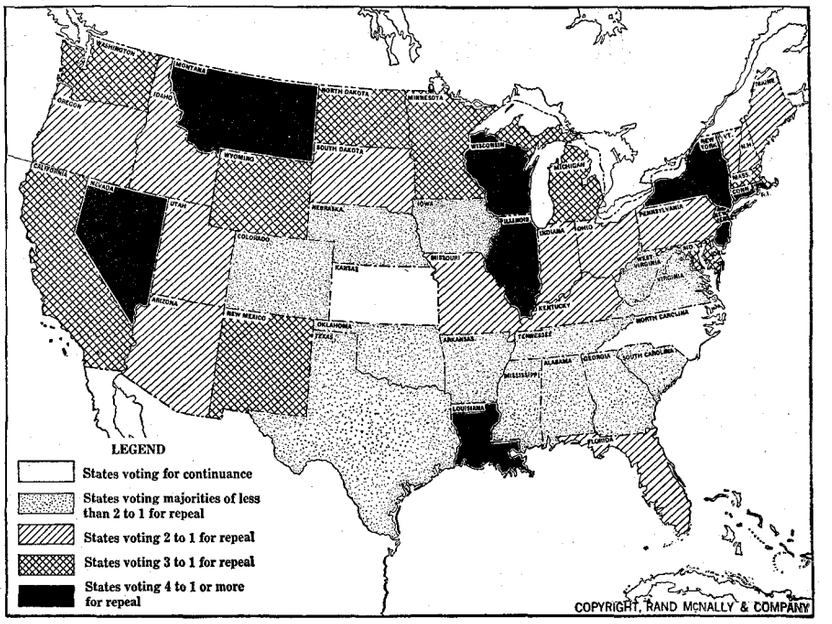
"The percentage of wetness indicated in the two polls in a dozen representative Montgomery towns follows:

	Digest Poll	*Primary Return*
Ambler	74.7	73.6
Collegeville	64.8	71.9
Conshohocken	81.6	86.6
East Greenville	73.1	65.5
Hatboro	60.3	73.9
Jenkintown	76.1	75.6
Lansdale	70.4	72.9
Narberth	83.8	76.0
North Wales	76.6	71.3
Pottstown	78.9	61.8
Red Hill	78.9	84.3
Souderton	76.3	77.4

Never, surely, was a straw vote rewarded with such a guerdon of stunning corroborations as this one. Practical corroborations. Not words or opinions, but facts—actual happenings. But these are calmly ignored by the most esteemed of our hostile critics, who go on blandly throwing doubts on the poll's accuracy as if it were all guesswork.

They continue giving out the same whispers of skepticism about the women getting ballots, about the rural districts getting ballots, about city dwellers getting ballots, about the drys returning their ballots, and so on, as if they had never heard of the aforesaid stunning corroborations.

As if they had never heard of Portland, Maine, where we polled the registered voters, men and women, and found that there was very little difference between them in their attitude toward Prohibition, and practically no difference between the registered voters of Portland and the regular DIGEST balloters of the rest of the State of Maine.


LEGEND
States voting for continuance
States voting majorities of less than 2 to 1 for repeal
States voting 2 to 1 for repeal
States voting 3 to 1 for repeal
States voting 4 to 1 or more for repeal
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Complexions of the States According to the "Digest" Poll

Note how the "dry belt," all white and stippled gray, swings west from Iowa to Colorado, thence south to Texas, east to South Carolina, and north to the Virginias.

As if they had never heard of Fredericksburg, Virginia, where *The Free Lance-Star* polled the qualified voters, and obtained a 63 per cent. response which gave 70 per cent. for Repeal against THE DIGEST's local (regular mailing list) 72 per cent.

As if they had never heard of the half-dozen other newspaper polls in scattered parts of the country, which have more than confirmed the DIGEST poll results in their bailiwicks. (And here, speaking of corroborative polls, we record an academic one in which 276 members of the Faculty of Dartmouth, canvassed by the college paper, split—30 for Prohibition, 186 against it, most of them citing it as an obstacle to true temperance.)

WE could quote here, if we had the space, columns of ringing editorial tributes to the honesty, accuracy, and political value of the poll. We appreciate the tribute of Dr. Daniel A. Poling, Chairman of the Allied Forces for Prohibition, who is quoted by the New York *Times* as saying:

"THE LITERARY DIGEST is to be commended for the way in which this poll has been conducted."

But in another part of the Doctor's statement he suggests that the mass of unreturned ballots in the poll represent dry sentiment, or dry indifference, or dry refusal to vote, or something.

(*Please turn to page 41*)

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A California Surprize Party

IT'S JUST LIKE CALIFORNIA to spring a political sensation, everybody is remarking.

They remember the way Hughes was kept waiting on the anxious seat until the returns from California finally spelled the reelection of President Wilson!

And now the defeat of Franklin D. Roosevelt in a warmly contested three-cornered Democratic Presidential primary fight in the same State brings Speaker Garner, the winner, back into the limelight as a Presidential possibility, and again slows up the still impressive Roosevelt band-wagon.

Not that the Roosevelt people admit any decisive defeat—the Governor splashed gaily about in the swimming pool at Warm Springs, taking the reporters' playful joshing most good-naturedly, and refusing to say a word about the primary, and the Roosevelt campaign managers continued to predict: "Roosevelt on the first ballot."

Shucks, Let It Rain!

—Smith in the San Francisco "Examiner."

And if Rooseveltites could be cheerful, it was natural enough for Speaker Garner to be put into a pleasant mood by capturing those 44 California delegates, while ex-Governor Smith felt pretty good over the big complimentary vote he received, and the Republicans were chuckling over the fact that Hoover apparently pulled a bigger vote in the Republican primaries, where the result was a foregone conclusion, than all the Democrats together did, after getting the whole State excited over their contest.

But since California is responsible for this new situation, let us find out what California thinks about it.

As Speaker Garner led by around 50,000 votes more than Roosevelt and 75,000 more than Smith, it is quite appropriate to start off with the declaration of a Democratic paper, the Santa Barbara *Daily News*, that "Garner has captured the imagination of the West as a man of courage, integrity, and ability."

BUT here is a pro-Roosevelt Democratic paper that views the possible choice of Garner with equanimity, tho believing there is scant hope "that the forces now combined to stop Roosevelt will find in the Texan a probable candidate." This daily, the Bakersfield *Californian*, feels that the Garner victory damages Roosevelt's chances and "lessens the opportunity to bring about a people's administration."

The Garner strength is attributed by the independent Sacramento *Bee* partly to the influence of William G. McAdoo and the strong support of the Hearst newspapers. It regrets that "the most suitable candidate lost California," and that "the probability of a dog fight at the Chicago convention" has increased.

A Roosevelt supporter, the Scripps-Howard San Francisco *News* (Ind.), points out that California's 44 delegates will be under the leadership, if not the control, of McAdoo—"it was a dry McAdoo victory, won in the dry counties of southern California." Thus the primary throws "California's delegation at Chicago into the dry camp, in spite of an overwhelming wet majority in the party."

The fact that the California Democracy, "in a State which the LITERARY DIGEST poll avers is one of the wettest," has been put "in the curious position of backing a Texas dry," also interests the San Francisco *Chronicle* (Ind. Rep.). And as for Roosevelt, Al Smith certainly did stop him in California, and more than this, he has stopt him in the nation, says *The Chronicle:*

"This does not mean that he has put Roosevelt out of the running. But the New York Governor's chariot is no longer the band-wagon. Blocked in Massachusetts, checked in Pennsylvania, stopt short in California, where the disaster was not expected, the vehicle is now just one of the cars in the race."

And then *The Chronicle* can not help calling attention to the Republican angle of the primary:

"With no other urge than to pay a compliment, the Republicans laid down for President Hoover a vote bigger than the fire and fury of Democratic combat brought out for Roosevelt, Garner, and Smith combined. The vote for the Hoover ticket has run far beyond the Hoover vote in the 1928 primaries. This will be a hard fact for Hoover snipers, wheresoever dispersed about the country."

THE big fact about it all is "the stunning blow dealt the Roosevelt prestige," as the San Diego *Union* (Rep.) sees it. The Los Angeles *Times* (Rep.) argues that Roosevelt has lost more than Garner has gained—"forced by the facts to concede Garner's victory in this State, neither the Smith nor the Roosevelt leaders are willing to acknowledge the Speaker's status as an actual contender for the Democratic Presidential nomination."

But the Roosevelt band-wagon is still moving on, say the Roosevelt leaders, as they point out that on the very day he was losing California he picked up Alabama's twenty-four and South Dakota's ten delegates, so that on paper his net loss for the day was only ten. According to a Philadelphia *Record* Washington dispatch, the 708 Democratic delegates now selected, including the three States just named, are lined up—373 for Roosevelt, 58 for J. Hamilton Lewis, 62 for Alfred E. Smith, 44 for Garner, 36 for James A. Reed, and 23 for Governor Murray, and the rest in doubt. Garner, of course, will have 46 delegates from Texas, while other favorite sons can count on support from their own States, notably Ritchie of Maryland and Governor White of Ohio. The New York *Herald Tribune* lists the non-Roosevelt strength at 467 delegates, 385 being necessary to block the Roosevelt nomination.

All the California vote means, according to Senator Dill, a Roosevelt leader, is that "Roosevelt instead of having 700 votes on the first ballot, will have 600; I don't see how you can beat a man who goes into the convention with a majority."

Garner is distinctly a factor to be reckoned with, so the New York *Times* reports the talk in New York Democratic circles. But political writers in general do not accept him as much more than a dark-horse compromise candidate.

Edward T. Folliard, political writer for the Washington *Post*, reports Roosevelt supporters as considering the California vote a merely temporary check to the band-wagon. This writer finds fairly general Democratic agreement on these points:

"First, that there is now more likelihood of a deadlocked convention and a free-for-all fight for the nomination, with a compromise candidate winning out in the end.

"Second, that Speaker Garner will, with California's 44 and Texas's 46 delegates, be a power at the convention.

"Third, there will be increasing clamor for the elimination of both Roosevelt and Smith in the interest of party harmony."

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The Mooney Fight Goes On

BACK ON HIS PRISON JOB of peeling potatoes, this gray-haired convict watches the renewal of the world-wide fight to set him free.

It is the Mooney case being fought out all over again—a new phase of the bitter strife that has continued for sixteen years.

Amid the storm of words, one note rings clear: The Mooney case is not ended; the fight will be carried on.

"The application for a pardon is hereby denied." So said California's Governor, James Rolph, Jr., and Thomas J. Mooney, in San Quentin prison, after being told the news, picked up his paring knife again and resumed his daily grind.

Underwood

"Absolute Fairness"

Caused him to deny Mooney's plea for a pardon, asserts Governor Rolph.

A fourth California Governor had refused him a pardon, finding him justly convicted of the San Francisco bombing outrage of 1916, when ten were killed and forty injured during a Preparedness Parade.

And with that decision many papers and leaders of thought agree. But as many others, if not more, disagree most emphatically. "Outrageous decision," and "the shame of California" are shouted by one camp, while the other roars "Courageous Governor" and "Justice sustained."

The hearing on Mooney's application for a pardon, said Governor Rolph, was undertaken "in a spirit of absolute fairness." His chief legal adviser was former State Supreme Court Justice Matt I. Sullivan. For five months they carefully studied the case, the Governor said.

"Since his conviction there has been no evidence discovered indicating Mooney's innocence," declared Judge Sullivan in his lengthy report, thus disposing of the charges that Mooney was convicted on perjured testimony.

Of the request for Mooney's pardon made by members of the convicting jury, the report said that "we are reliably informed that nearly all of the jurors" were "pestered, annoyed, harassed, and hounded day and night" until they signed the petition.

Governor Rolph's decision proved that the appearance of Mayor Walker of New York in behalf of Mooney had been futile. In vain also was the recent nation-wide tour made by the prisoner's eighty-four-year-old mother in behalf of her son.

SUMMARIZING the views of those who consider Mooney a victim of injustice, the New York *Herald Tribune* says:

"Governor Rolph's decision strengthens the impression that California believes 'the right man has been convicted on the wrong evidence.' If California so believes after sixteen years—during which revelations of perjury, the doubts of nine jurymen and of the judge who tried the case, and the investigation of two Presidential commissions have caused the rest of the world to suspect a judicial scandal—then there is very little that the rest of the world can do about it, except to deplore that brand of justice."

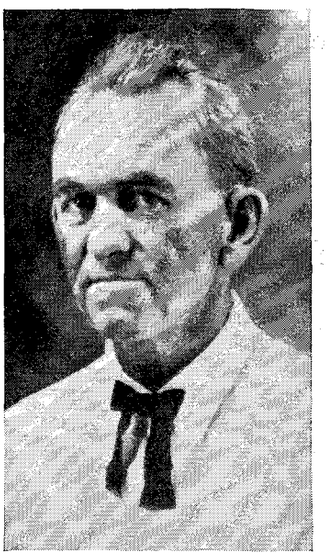
"An arrogant apology for a dirty deed"—that is what Heywood Broun of the New York *World-Telegram* calls the lengthy document prepared by former Justice Sullivan. Many editors likewise use strong language in discussing the case.

The decision "comes as a shock to lovers of justice throughout the world," declares the Wichita *Beacon:*

"The statement made by Governor Rolph and his judicial investigator merits nothing but contempt from every believer in fair play," asserts the St. Louis *Star*—

"It takes no account of the fact, proven by weight of evidence impossible to controvert, that Mooney was framed on perjured testimony.

"It is a more prejudiced appeal to class, a more violent appeal to passion—and vastly more dangerous—than the radicalism of Mooney and a thousand like him. It denies justice in the seat of justice. It destroys order in the name of order. It puts a weapon in the hands of anarchism."



"The Dice Were Loaded"

When his application for a pardon was heard, declares Thomas J. Mooney.

AND the Baltimore *Sun* finds Governor Rolph "just another timid politician, too spineless to challenge the California Idea, which is that, guilty or innocent, Tom Mooney must stay in jail." "California in this matter," it adds, "is not a subject for masters of reason but for experts in obsessions and phobias."

Equally strong are the declarations on the other side.

"Of Governor Rolph, his State and country may well be proud," asserts the New York *Evening Post.* "He did his duty cleanly and bravely." In the same vein, the Washington *Post* declares that Governor Rolph "struck a powerful blow against the forces of lawlessness and anarchy which are trying to break down the administration of justice in the United States."

This decision, says a California paper, the Los Angeles *Times*, "must meet the approbation of thinking citizens."

"The Sullivan report," adds the Sacramento *Bee*, "proves a clean-cut case against Mooney, and leaves riddled every one of the defense claims by which credulous sympathizers have been victimized."

"Four Governors of California," it says "might be wrong about different things, but it is incredible to suppose that they could all be wrong about the same thing." Admitting that "the abuse will continue," this paper goes on:

"But Californians can be proud of their commonwealth, too just to wrong an innocent man, and too courageous to free a guilty wretch who murdered ten innocent people, that the wrath of silly hysterics and vicious anarchists might be appeased.

"As the men and women of California go to bed to-night they should thank God for the moral structure of their State and the courage of her soul, which sustains Justice in its demand that the beastly murderers of her children shall not be freed to become the despicable heroes of the evil forces of the world."

ASSAILING the "propaganda" behind Mooney, the San Francisco *Chronicle* says that—

"After so many and such exhaustive reviews of the trial and conviction of Mooney and Warren Billings—all leading to the same result—it would seem that we should hear no more of the din and clamor that have been assailing the world all these years. Let us hope so.

"Yet one should not be too confident so long as an organization can live by collecting money from well-meaning persons for a 'cause.'"

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TOPICS IN BRIEF

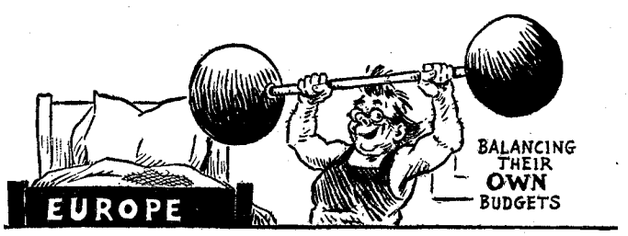
JAPAN is for law and order in Manchuria if she issues the order. —*Manila Bulletin.*

How would Congressmen like a high tax on pork?—*Boston Shoe and Leather Reporter.*

AT Albany, New York, they are beginning to speak of him as the Happy Worrier.—*New York Times.*

ONE combination that the Presidential slatemakers have not thought of is John J. Raskob and Bishop Cannon.—*Washington Post.*

PERSONALLY we don't think the problem is so much one of making the bears stop as it is one of making the bulls begin.—*Dallas News.*



NO, sir—we're not in favor of an open-door policy; not with the wolf pacing up and down on our front porch!—*Thomaston (Ga.) Times.*

OPERATIONS in the Soviet's huge motor factory are at a standstill, but all is not lost. The comrades are busily engaged in talking things over.—*Boston Transcript.*

AMERICANISM: Sending missionaries to save the poor heathen; permitting 700,000 children under fifteen to labor in industrial plants while men look in vain for jobs.—*Hartford Times.*

JUST a nominal fee for checking hats thrown into the Democratic ring might do wonders toward whittling down the deficit.—*Detroit News.*

EUROPE would like us to forget our war debts, but our veterans won't let us. —*Norfolk Virginian-Pilot.*

IT is sometimes difficult to make out whether the two major parties in Congress are trying to trim expenses or only each other.—*Boston Herald.*

IF the Senate learns all it wants to know about the stock market, it is going to have a lot of market operators running to it for information.—*San Diego Union.*

FROM the standpoint of party harmony much will depend, of course, on whether Al Smith keeps his shirt on after he takes his coat off.—*Boston Herald.*

IT'S possible when Japanese go-getters have had leisure to think over the Shanghai results they will want to rear a memorial to the Unknown Customer.—*Detroit News.*

WHEN a tooth of Gabriele d'Annunzio's was put up to auction and bought for the commune of Milan, it was generally felt that the hero of Fiume had put the tusk in Tuscany.—*Punch (London).*

IT is so dry out in Kansas that the dust on some roads is reported to be three feet deep. Evidently Kansas is trying to live up to her LITERARY DIGEST poll.—*Hartsdale (N. Y.) Herald.*

AFTER long study of disarmament, it was decided by experts at the British Foreign Office that the German delegates must appear in striped trousers and high hats.—*Berlin Vossische Zeitung.*

"ONE'S neighbor in Australia," says a writer, "often lives as much as twenty miles away." In that country when a man buys a lawn-mower it practically becomes his own property.—*Springfield Union.*

IT'S a foregone conclusion that the Democrats never will win a Nobel peace prize.—*Thomaston Times.*

WHY not a party-platform plank wet on one side and dry on the other?—*Boston Shoe and Leather Reporter.*

IT was recently predicted that the bustle would return but it hasn't—either in style or in business.—*Thomaston Times.*

A BRIDGE expert has married a tennis champion, and now they can keep the family in the limelight day and night.—*Miami News.*

MAYBE some time somebody will show us how to take the crook out of the liquor traffic and the elbow at the same time. —*Boston Herald.*

THERE has been a great improvement in *The Congressional Record.* The mailing wrapper is of a much nicer quality of paper.—*Nashville Banner.*

ALL experience is good. The same technique formerly used in clipping coupons may now be used successfully on cuff trousers and fringes.—*Boston Herald.*

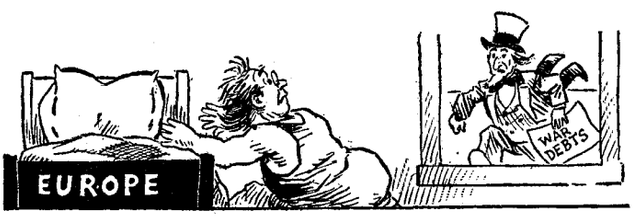
THE idea is advanced from New York that hardware dealers sell drugs in competition with drug stores that sell hardware. This might be a sort of counter irritant.—*Weston (Ore.) Leader.*

FORMER Premier Herriot of France advises his country to say to the United States, "Let Europe alone." He probably doesn't remember when they used to say, "Lend Europe a loan."—*Brooklyn Tablet.*

SOMETHING unique in the line of press photographs these days would be a picture of a prominent Democrat with his hat on. —*Detroit News.*

IF necessary, ten more Japanese divisions will return to Manchuria to demonstrate that Pu-Yi's State is independent of Japan.—*Washington Post.*

A FASHION authority decrees that the walking-stick must come back. Many hope that umbrellas must come back also. —*Christian Science Monitor.*



"RAILROADS are killing fewer passengers." Yes, and fewer passengers is killing the railroads. —*Thomaston Times.*

ONE nice thing about a baby bond is that you don't have to get up in the middle of the night and get it a drink of water.—*Indianapolis News.*

WE bet the late Wayne Wheeler would have said, "By all means, let's have this referendum on Prohibition. And let's have it on the morning after New Year's Eve."—*Detroit News.*

WRITER in the "Letters to the Editor" column of the Akron *Beacon Journal* explains the excess of moisture in the LITERARY DIGEST Prohibition poll. None of the ballots, says he, was sent to church members. That's plenty interesting, but we do wish he had gone a bit further and explained how THE LITERARY DIGEST knew who belonged and who didn't.—*Macon Telegraph.*

He Seems to Get Worse Every Time He Sees the Doctor Coming

—Ray in the Kansas City "Star."

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The Danzig Panic About a Polish Putsch

ONLY TIMELY INTERVENTION of London and Paris prevented "a Polish adventure at Danzig."

This is the verdict of even moderate German newspapers on the reports that a Polish putsch or raid was planned for May 1 to seize Danzig, established as a Free City by the Treaty of Versailles, and proclaimed in 1920 under the protection of the League of Nations.

Poland, of course, already has her newly built port of Gdynia, located near Danzig, and cutting seriously into her trade. Now rumors report the intended raid to seize Danzig itself.

The stir seems to have been created by a dispatch to the London *Daily Express* from its Danzig correspondent, who says:

"Tension is at a high point here following reports that Poland is alleged to have completed plans for the seizure of the Free City of Danzig, an act which was anticipated Sunday.

"Polish war-ships at present stationed at Gdynia, according to the report, were to enter Danzig harbor in defiance of the advice of the League of Nations.

"It is believed that Poland's ally, France, intervened at the eleventh hour, otherwise the coup would have materialized.

"The Polish Corridor at present resembles an armed camp. Poland has strengthened her garrison at Graudenz, and has established new garrisons at Tschew and Neustadt."

From the London *Times*

To Keep a Free City Free

The German press raise a clamor of fear and threats over rumors that the Poles plan to seize the Free City of Danzig which rivals Poland's newly built port of Gdynia.

The comment of the German Foreign Office on this startling dispatch, which was given to the Berlin correspondent of the United Press, was that no evidence exists that such a Polish move is imminent at Danzig, altho newspapers of Poland have contributed to disquieting rumors by continued denunciation of the activities of the Hitlerites.

Nevertheless, the Liberal *Boersen Courier* of Berlin, as revealed in a cable to THE LITERARY DIGEST, recalls how Polish irregulars a few years ago invaded and annexed Vilna, "allegedly without the connivance of the Warsaw Government," and it reminds the League of Nations of its duty to safeguard Danzig's sovereignty.

BUT the Polish governmental press, generally, is demanding the dismissal of the League of Nations Commissioner Gravina from Danzig, on the assumption that he inspired the reports in the English press of threatened Polish aggression. In an editorial cabled to THE LITERARY DIGEST from Warsaw, *Wieczor Warszawski* declares:

"It is impossible that English newspapermen invented such reports. The instigator must be Gravina, who was acting as an instrument of German propagandists. In recent weeks he has often demonstrated his sympathy with Hitlerism. It is to be hoped that the League of Nations will recall him very soon."

United Press cables from Warsaw say the Polish official statement on the putsch report characterizes it as entirely fantastic. But in an editorial cabled to THE LITERARY DIGEST from the *Danziger Allgemeine*, we read:

"Obviously the present situation is an effort of Poland to distract attention from her domestic difficulties. Also, the Polish General Staff is becoming increasingly convinced that stabilization or extension of Poland's western border must be accomplished at the expense of Danzig and East Prussia.

"Despite the fact that a few lone voices in Poland recently advocated a Polish-German rapprochement, the facts themselves speak another language, and the pressure against Danzig by the concentration of troops in Western Poland certainly gives good ground for fear."

THE *Deutsche Allgemeine Zeitung* (Berlin) alludes caustically to the League's impotence in the Manchurian affair, and remarks: "Real help against a Polish attack will not come from the League of Nations, but primarily it must rest upon German resistance." At the same time, in its editorial cabled to THE LITERARY DIGEST, this important conservative daily relates:

"Poland's recent anti-Danzig efforts were sharply rebuffed at The Hague and Geneva, and she is seeking in this way to balance these losses. We must also sharply deny declarations in the Polish press that the German Consul-General at Danzig initiated steps against the decree dissolving the Nazi Brown Army."

Another proof of German skepticism about the League is cabled from the Berlin *Vossische Zeitung:*

"The German Government's attitude, as shown in statements by Bruening and Groener before the elections, clearly indicates that Germany is not willing to deal with serious Polish transgressions through diplomatic channels exclusively.

"Even tho the Government is not directly responsible for the rumors of a putsch, the anti-Danzig propaganda in part of the Polish press has justified fear that irresponsible action by Polish nationalists may create an extremely grave situation."

A Danzig special correspondent of the London *Times* told the story of the fears of Danzig and the ambitions of Poland some time ago. He cited a letter sent by the Senate of Danzig to the League High Commissioner in Danzig, of which he wrote:

"It asserted that Danzig had declined in prosperity and importance since coming within the Polish customs boundary; that, while her trade had undeniably increased in volume since 1921, it had been so altered in character that its value to the city was less than before the war; and that her commercial equilibrium had been upset.

"Then the letter complained, in particular, that Poland was seeking to strangle the growth of Danzig by neglect of the tributary railways and canals, by neglect also of the Danzig harbor equipment, and especially by the construction of Gdynia.

"Further, it is maintained that while the trade of Danzig is still increasing absolutely, if declining relatively, it can not continue even to do that, for the capacity of Gdynia as planned is very little below that of Danzig; that there is no reason (except that assumed by Poland) to suppose that the total of Polish northward trade will grow enough to keep both ports busy; and, finally, that in the competition for trade which has already sprung up between the two ports, Gdynia will have the support of the whole weight of Polish policy, while Danzig must depend on the enterprise of its own private merchants."

BY way of reply, this *Times* correspondent informs us, the Polish Government repelled as an attack on Polish sovereignty the suggestion that Poland had not the right to build a port of her own. Moreover, he tells us that Poland—

"Reaffirms the Treaty undertaking to preserve the welfare of Danzig; claims that Gdynia was undertaken only after a 'deep

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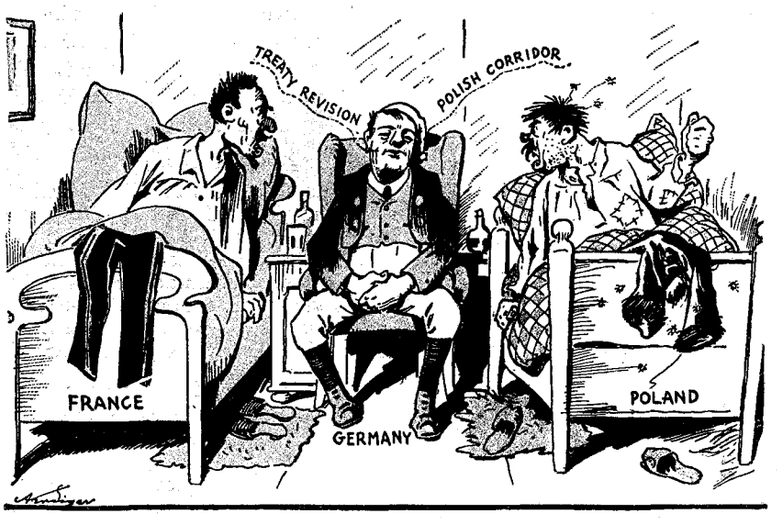
analysis of the economic needs of Poland,' and that it will be supplementary to Danzig and not competitive; defends the preferential treatment of the Gdynia traders as essential 'in the first phase of construction'; and accuses Danzig of founding her whole case on the hypothesis that she should have by right the monopoly of the Polish sea-borne trade which does not pass through German or other foreign ports.

"The controversy is really a political one. For the Danziger, Gdynia is an attempt on the age-long eminence of his city, a design to reduce what had been not the least distinguished member of the Hanse League to the status of a mere Baltic port, a blow at Teutonic pride. For the Pole actually at work there it is before anything else the expression of an ardent nationalism, a



A German Thrust

France and Poland: "Say, Germany, are you ever going to let us get a good night's sleep?"
—"Kladderadatsch" (Berlin).

justification of the Corridor, a first step toward the fulfilment of the ambition that sees his country a maritime Power."

Of Danzig this *Times* correspondent tells us that in the city itself, round the vast mass of the Mariakirche, along the canals, in squares where the same steep gables and painted façades have looked down for centuries, flows a life as active, as self-reliant, as that which flows in Nuremberg or Bremen. He proceeds:

"The main impression to be had from Danzig to-day is that, behind the evidence of the streets, the market-places, and the old, solid buildings is an essential soundness and well-being which may well be a sure guard of individuality. Danzig is more important in the Baltic now than she was before the war, and there is no indication of decline.

"Gdynia lies a few miles along the coast, beyond the villas and fertile gardens of Zoppot. Frequent trains and motor-coaches connect it with Danzig, and visitors are encouraged. Its interest lies not in the swiftness of its growth (it has now about 40,000 inhabitants, and is increasing rapidly) or in its glaring newness; not in its array of warehouses, refineries, cranes, its modern hotels, shops, and railway station, its breakwater and harbor; not even in the impressive statistics of what it is designed to do.

"This is all exactly as might be expected. Given the determination to build a port, cost what it might, where before was only a village surrounded by a marsh, there is nothing very remarkable in the building. What is significant is the fervor of those engaged on the task.

"On a headland to the north of the harbor is an old cemetery, where the names on the stones are nearly all Polish, dating from the earlier time when this coast was Polish territory.

"It is pointed out, almost triumphantly, as a sign that Poland, in gaining the Corridor, has regained what was always hers.

"Inconveniently in the middle of the main street leading to the harbor stands an ancient oak-tree. This is to be left standing, for it, too, was there before the Prussians.

"Thus is illustrated the spirit in which the Poles have set about building the port. Gdynia is looked on as a necessary part of their self-fulfilment as a nation."

The League on Japan's Nerves

JAPANESE IN HIGH PLACES are reported to be thinking seriously of withdrawal from the League of Nations.

That wide-spread popular support would back such a proposal is confidently predicted by some Japanese editors, who think that the value of the League for keeping peace is questionable, and what is more, that the League "harbors ill-will against Japan."

Since the outbreak of "the Shanghai affair," as the Tokyo *Nichi-Nichi* calls it, the anti-League movement in Japan has made considerable headway. This newspaper then observes:

"The trend of events in Geneva has been decidedly against Japan.

"Japan abstained from voting on the resolution which created a commission of nineteen to settle the Chino-Japanese conflict, but the fact that Japan did not participate in the voting on the resolution does not affect the validity of the measure. The resolution gave the League power to arrange a settlement not only of the Shanghai conflict but also the Manchurian affair.

"Article 15 of the Covenant, too, which the League decided to apply to the Chino-Japanese dispute, is most dangerous. Under it the League might make a decision and compel the disputants to comply with it. Should one of the disputants decline to comply, the League might apply economic measures against the recalcitrant party."

Yet supposing that the League decided to apply Article 16, which provides for the application of coercive measures against the violator of the Covenant, the *Nichi-Nichi* thinks it doubtful whether the League would act, and believes moreover that any decision by the League to apply coercive measures would not receive a large measure of support among the member countries.

While the Tokyo *Miyako* holds that the Japanese have every reason to "distrust the ability of the League," and thinks that Japan ought to make up her mind definitely whether to get out or stay in, still it notes discreetly:

"The attitude of the League so far toward Japan has been unsatisfactory. But to withdraw from it on this account would be overhasty. Advocates of the withdrawal declare that, outside of the League, Japan would be as free to act as the United States. But the United States is on close terms with the League.

"Could Japan hope to maintain friendly relations with the League after it had resigned its membership by way of a protest? It is easy to see that Japan would be isolated by the League. And Japan is not in a position to challenge world opinion.

"However, if the League persists in its present attitude, Japan will be constrained to sever relations with it. Japan has suffered much, and there is a limit to her patience."

The China Critic, a Chinese-edited English-language weekly of Shanghai, remarks sarcastically that Japan's threat to withdraw from the League "can not be taken too seriously." Participating in the "spoils of the Peace Conference at Versailles," this weekly says, Japan obtained a permanent seat in the Council of the League of Nations, born under the Versailles Treaty, and is one of the Five Powers so privileged, and this weekly goes on:

"Her chance of leaving the League is as great as that a nouveau-riche should refrain from the vain display of his newly acquired wealth. Therefore, if for no other reason, self-conceit alone would keep her in the League. The reason for her present threat to leave the League, however, is the unfavorable attitude of the Assembly toward her action in Manchuria.

"That she will not let her self-conceit stand in the way of achieving her ends in Manchuria is possible. But the probabilities are that Japan's presence in the League is an asset to a certain prominent member in the Council, and Japan, as a nation accustomed to hard bargaining, tries to capitalize this attitude."

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Crime Increase Alarms Britain

IT IS HIGH TIME the British public should realize the startling increase of crime in their country, and the grave danger it means to society.

This is the excited warning of some English editors as they examine the report of the Home Secretary, Sir Herbert Samuel, giving the crime record for 1930, the latest year for which such statistics are available.

In one year the more serious crimes known to the police rose from 134,581 to 147,031, and the London *Daily Telegraph* declares this is quite out of proportion to the growth of the population. Yet it follows increases in previous years, tho it is far greater than any recently observed, and this newspaper goes on:

"We had, since the war, congratulated ourselves that the worst offense short of murder, personal violence, was declining.

"But in 1930, there were many more cases. The greater part of the increase in criminal activity was, however, as usual devoted to larceny, 'breakings-in,' and robbery of various kinds.

"By far the larger number of crimes are committed by young people. Two-thirds of all those found guilty are under thirty, two-fifths under twenty-one. A middle-aged criminal is rare, an old one the exception.

"The official deduction is that the growth of crime is to be ascribed to two causes—first, the lawless and adventurous character of many of the generation who were without parental control in the war; and second, the industrial depression, the severity of which in the north has tempted many very young people to the less serious forms of robbery.

"These are, no doubt, true causes, tho it must be remarked that 1930 is late for those who were uncontrolled boys during the war to show an increased addiction to criminality.

"The official summary of the situation is not hopeful.

"It sees the need of a policy to 'stem the tide of crime,' but offers no help to one. This despair at the Home Office is not shared by the judges or by any who have given fair study to the deterrent and reformatory effects of long terms of sentence.

"In these days no considerable body of opinion desires vindictive or cruelly punitive sentences. But there is grave anxiety over that sentimentality of the present prison administration which is displayed when an Assistant Prison Commissioner makes public speeches defending bag snatchers and car thieves as the victims of society.

"In such folly as this may be found one of the causes of that addiction to adventurous crime which aggrieves the Home Office. If the administration of prisons and the penal law were again in the hands of men of foresight and judgment and firmness, not much more would be heard of the growth of crime and the new criminal."

MURDEROUS crime is rather below prewar level, but has gone slightly up from 1921. Thus comments the parliamentary correspondent of *The Daily Telegraph* in his summary of Sir Herbert Samuel's statement to the House of Commons, and he continues:

"Nor is it true that the percentage of unsolved murders is markedly greater than it was.

"He quoted the number of murders in 1913 (111), contrasting it with the figures for 1930 (86) and 1931 (109). The number of cases not 'cleared up' in 1913 was 101. Last year the figure was 99.

"But indictable offenses, as a whole, have increased from 2,700 per million of population in 1921 to 3,700 in 1931.

"Burglaries and breakings-in in the London area had risen from 3,900 in 1921 to 8,000 in 1931. The 'smash and grab' robberies averaged eleven a month in 1925, but numbered thirty-one in March last year.

"Sir Herbert observed that while the elderly criminal was now rare, the percentage of criminals between twenty-five to thirty was increasing. He puts it down partly to the relaxation of parental school control during the war, partly to the spread of the urban population, partly to motor-cars, partly to unemployment.

"He denied that the increase of juvenile crime was due to any excess of leniency in sentencing offenders. There had been an immense falling-off in committals to prison, but that was due largely to the recent practise of giving time to pay fines."

Nothing but the increase of crime will be noticed in some quarters, the London *Star* remarks caustically, and "professional patriots" will use the figures to abuse their country and their countrymen. But this daily feels more optimistic because—

"Considered in the light of the facts, a rise in crime from 3.3 to 3.6 per 1,000 of the population is not a serious matter. The greater part even of this moderate increase was due to crimes against property—such offenses as larceny and 'breaking-in.'

"That is a terrible fact, perhaps one of the most terrible of the facts about the Great War. For these people at the time of their lives when they should have been learning moral lessons were hearing all about looting enemy property and 'winning' things that belonged to the Army or fellow soldiers. They are paying the price, and society through them, for the great folly.

"The other kind of crime which shows a striking increase, that of crimes against property on the outskirts of large towns, is said by the authorities to be almost entirely due to the growth of the use of the motor-car. In this the lawless were ahead with their technique of the law. These facts, we submit, display no cause for pessimism.

"When we think of the hopelessness, the boredom, and the poverty of two million out-of-works we should rather be astonished at the high standard we have maintained. We have at least no bootleggers and kidnapers here. We have to pay heavily for the dole, but the comparative freedom from crime is only one way in which we get our money's worth."

International Newsreel photograph

Britain's Crime Increase

Says Sir Herbert Samuel, Home Secretary, is due partly to lack of control of youth during the war, partly to the spread of the urban population, partly to motor-cars, partly to unemployment.

Cost of the Shanghai Invasion

THE STAGGERING SUM of 1,560,000,000 "Silver Dollars" or approximately $400,000,000 American dollars, is the Chinese estimated cost of the attack on Shanghai. Added to this the chief of the Chinese Government's Department of Statistics reports 180,000 families directly affected and 8,080 civilians killed.

Seventy per cent. of the Chinese property within the Japanese occupied zone is a total loss, and the Shanghai correspondent of the Manchester *Guardian* cites the Chinese report as listing the value of buildings destroyed at approximately $78,300,000. The factories destroyed were worth about $21,600,000, and the number of people thrown out of employment is estimated at 250,000. We read further:

"The educational institutions which have closed include ten universities and technical colleges, thirty middle schools, and 192 primary schools, with 40,000 students unable to attend and 3,000 school teachers out of employment.

"Educational property wrecked or occupied by the Japanese includes twelve colleges, seventeen middle schools, and forty-nine primary schools. School property destroyed is valued at about $4,500,000.

"Eighty per cent. of all cotton-mill workers are out of employment. Railway losses are estimated at about $5,400,000, roads and bridges destroyed are estimated at $453,600. Steamship wharves and godowns lost are estimated at $3,262,500, while the Chinese banks estimate that their normal business has been reduced by 85 per cent."

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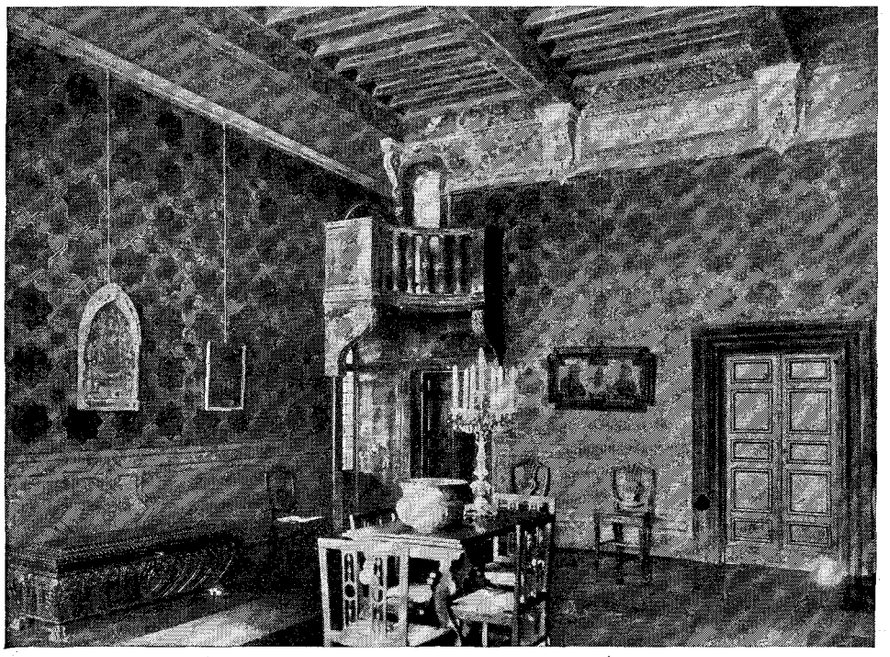
A Princely Gift to Music

SIENNA, THE ROMANTIC TUSCAN CITY, situated on a hill, will this summer awake the echoes of American voices.

Not to be outdone by the French, who opened the doors of the Fontainebleu Palace to American students of music, Count Guido Chigi-Saracini has offered the famous old Palazzo Chigi-Saracini, built in the fourteenth century, as a summer school for teachers and advanced students.

International in scope, a special gesture is made toward America, and it is expected that our students will predominate.



Luxury for Music Students

In the fourteenth-century Palazzo Chigi-Saracini, in Sienna, where a summer school will be held.

Under the direction of Claude Gonvierre, American pianist living in Italy, the courses will begin July 1 and end September 10.

"Count Chigi-Saracini is anxious to make the school a center for a true exchange of cultural ideas between his country and ours," Mr. Gonvierre explains in an interview in the New York *Herald Tribune*. "To carry out this purpose we intend to give in Sienna a yearly festival of modern American and Italian music, which we hope to begin next year."

Then he recites some of the charms of the medieval town for an artist:

"The unique charm of the school, particularly for us Americans, will lie in the atmosphere of beauty and historic traditions in which the student will be steeping himself all the time he is pursuing his studies. He will be taking his lessons in a building that is one of the finest examples of Italian Gothic architecture.

"Hanging on the walls of these rooms and decorating their ceilings are paintings by Botticelli, Donatello, Durer, Verocchio, Besciano, and particularly the masters of the Tuscan art center itself: Duccio, Andrea Vanni, Sassetta, and others of note.

"There is also a vast collection of bronze and marble sculptures, and there are many beautiful examples of majolica work, not to mention the antique furnishings which are the accumulation of centuries.

"Then, for the music student, there are the organ, the large concert hall, where the Count frequently gives concerts, the finest music library in Italy, and the fine collection of old instruments, including violins and 'cellos of Stradivarius, Guarnieri, Balestrieri, and Cappa.

"The city itself is of another time. Sienna, more than any other Italian city, has kept a medieval character. It remains a walled town, with palaces built of the warm-colored brick of the region, with streets narrow and winding, with cathedral, churches, and galleries filled with mellow Italian art.

"In spare time students may make excursions afoot through vineyards and olive gardens, or by motor to Assisi, Perugia, and Florence."

MR. GONVIERRE, a pupil of Rafael Joseffy, Josef Lhevinne, and Rubin Goldmark, has lived abroad in recent years. He has made many concert tours both in Europe and in this country, having appeared frequently in joint recital with Geraldine Farrar.

They Hate Crooning in England

A WIDE-SPREAD rebellion is brewing against the crooning tenor on the wireless in England.

If anything, the revolt seems to be worse there than here.

One can not hear it now, says Robert Lynd in *The News Chronicle* (London), "without wishing to take up one's wireless set and throw it at the singer's head." Mr. Lynd reports:

"They have so got on the nerves of the public that, at the first sound of a crooning voice on the wireless, many a listener switches the thing off and in desperation goes over to Holland to listen to a talk on the diseases of sheep, of which he does not understand a word.

"And, indeed, to listen to this crooning is like listening to the complaints of a sick animal. Possibly the singers themselves dislike the vocal affectation now in vogue, and feel rather like sick animals. And who could endure such muted caterwauling for long?

"I sometimes think that, if ogling made a noise, this would be the kind of noise it would make; and, in music as in life, a little ogling goes a long way.

"If only they would cease trying to yearn, I fancy the music would be quite enjoyable. An imitation yearn, however, is one of the most intolerable sounds within the whole range of music. Let the singers practise at 'Hearts of Oak' for a time and acquire a touch of liveliness. This will help to cheer them up, and it will cheer everybody else up, too.

"I have sometimes wondered whether it would not be better for singers of love-songs to try to keep expression altogether out of their singing. There is no more need for vocal and facial agonies in singing about love than in singing about hunting. Love is, after all, not such a ghastly business as some of these far-off singers seem to imagine.

"Men have been known to be cheerful, and even rational, in the presence of the beloved.

"A singer, however, can scarcely mention the moon or June to a pretty woman without suggesting that the combined effect of the moon and June and love has been to turn him into a complete idiot.

"I am sure, if the singers in the dance-bands would sing their choruses naturally, and without what seems to them to be expression, the revolt against them would quickly subside, and they would become as popular as ever they have been."

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Readings in English in Japan

JAPANESE SCHOOLBOYS ARE ENTHUSIASTIC over English literature.

"When we have to leave," writes one, "we thank our English teacher who teach us about English literature. Save God him."

Another produced this:

"The most famous writer in the history of English literature is Mr. Shakespeare. His name was known in the all world, and in our country the boys of the elementary school cry, 'Oh! the Great Man!' when they heard the name of him."

One student, so we learn from a teacher of English in Japan writing in the Manchester *Guardian*, "was asked for his favorite English author, and roundly declared for Shakespeare, and then naively added that he had not read any of Shakespeare's novels."

What they most affect are the modern novelists, "nothing else was new enough for their forward toppling minds."

Wells, Conrad, Galsworthy, and Bennett are the favorites, Wells being best known to Japanese youths:

"Such statements as

"'Mr. Wells is the most populous author of the all world,' 'He has never lost sight of Socialistic ideals.'

"Says one student:

"'He requires a remaked new world, and study always as far as he lives about the earth. He peruse also new Truth. Therefore also he is a Socialist, a Socialist reformer.'

"But, apart from his Socialism, their ideas about him are very varied, and often unusual, if not in substance, certainly in expression:

"'Mr. Wells indeed has astonishing energy, so that we can not but think that he has any kind of brain. He will stop at nothing.'

"And why should he, since, as another declares:

"'He is 80 years old this year, but his energy is interminable. He is writing many essays about the wonderful truth of Godly Nature.'

"Yet probably the inexhaustible octogenarian might demand something a little more ardent than this latter youth's conclusion:

"'He will be able to take a place of second-class critic, at least.'

"Thanks to the genuinely democratic system of Japanese State education, many of the students of these higher educational institutions are of the humblest origin, and the career of Mr. Wells makes a great appeal to them:

"'He was born in a rather low class, and he has become a disciple of a little dressor shop [draper's assistant]. He learned there by himself many higher knowledges. [And many of these gallant young lads have done much the same thing. I could tell more than one moving story of a Japanese equivalent to Kipps, who has more successfully aspired to the "higher knowledges."] Afterwards, he entered London University in order to study science. And he left that school. He studied science for himself. . . . At any rate, his energy and body is quite incredible.'"

GALSWORTHY and Bennett have their admirers, "but speaking generally, their 'Forsytes' and 'Five Towns' are as yet beyond the grasp of these Oriental youths." Further:

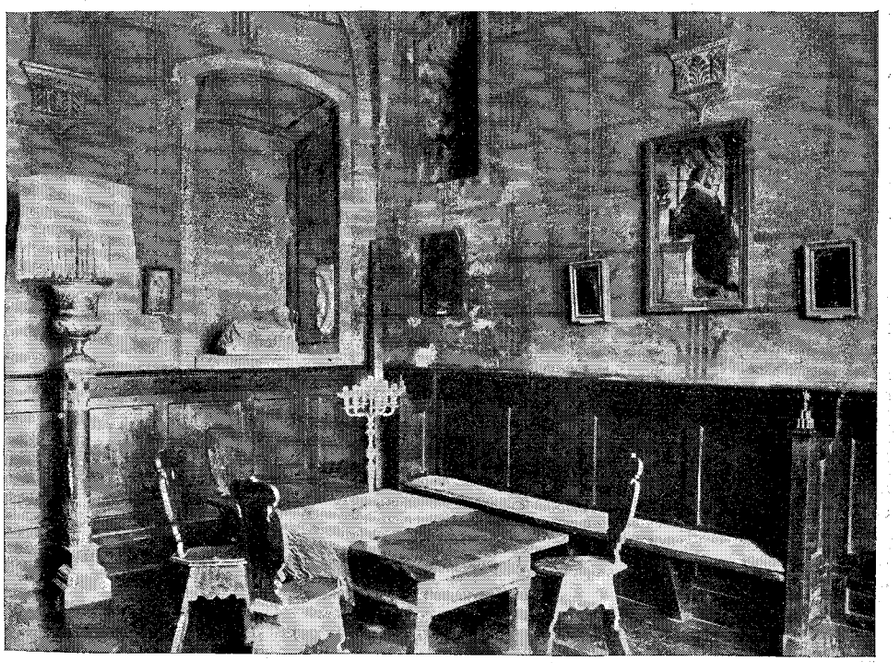
"On the former one student is rather amusing:

"'Mr. Galsworthy is not like Mr. Shaw or Mr. H. G. Wells a thinker to whom an idea is the juice of life,' and the following about Mr. Bennett transcends the difficulties of language:

"'Arnold Bennett advocates that if you have no time to read you should rise 1 hr., 1½ hrs., or even 2 hrs. earlier. I am a very, very late riser, and so I can not possibly rise an hour, half-an-hour, or even 2 minutes. It is very deplorable for me. If I could not rise earlier even 1 minutes, it is not worth while that I read "How to live on 24 hrs. a day."'

"Despite blunders and misunderstandings, English literature holds a very important place in the development of these young Japanese; and sometimes it is a writer of the subtle charm of Katherine Mansfield who genuinely moves them. One student tabulates the effect (and, on the whole, quite correctly) of English literature on Japan as follows:

"'1. Japanese sentences were changed by the entering of English literature.



A Corner in the Refectory

Ancient masterpieces of Italian art adorn the walls of the Palazzo Chigi-Saracini.

"'2. English literature taught us how to see things as they are instead of seeing them superficially as before.

"'3. To some extent it gave us noble manoures.

"'4. Many of us were made realistic.'"

The Cover

THIS is the time of roses, or should be very soon.

So the cover is in season.

The artist, Henry Smith Willams, says "the picture represents two hours' work on two consecutive mornings before breakfast."

His facility was early demonstrated, for he made original pictures of all the birds and mammals of Iowa before he was sixteen.

We will let him tell his story:

"My first illustrated magazine articles were published in 1892—just forty years ago. I made two trips abroad to do illustrated articles for magazines—on order, of course.

"As to subjects, I *prefer* the human figure, but I still paint birds, animals, and landscapes. My recent book, 'The Biography of Mother Earth,' contains sixteen paintings of prehistoric reptiles, animals, and men. I am doing a series of North American mammals, extinct and modern, for my new book, which will deal with 'Wild Animal Life in America.'

"I had painted hundreds of pictures and sold a lot of illustrations before I had any instruction in art work of any kind—having served my apprenticeship by drawing from nature from the time I was eight years old. But I subsequently trained at the Art Students League in New York, at Julian's and Colarossi's in Paris, in Berlin and Munich; and made intensive studies in the galleries of Florence, Rome, Madrid, etc. I have never allied myself with any 'school' of art; but interpret Nature to suit my own eyes and imagination—as nearly as I can."

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Where Do We Stand Poetically?

ARE THE POETS ALL DEAD?

Does modern verse hold its candle to the past with dimming radiance?

These questions beset Mr. Wilfred J. Funk, who is an advocate for the modern poet, besides contributing his share to the output.

To test his faith, he tells us in *The Atlantic Monthly*, he took down a copy of the "Golden Treasury of Songs and Lyrics," and to his "great surprize" was "profoundly shocked at the hundreds of dull, halting, and stumbling lines that were there."

"Entire stanzas walked on flat feet," he says, which had the effect of sending him to his scrap-book, where he "gathered bits of color from the palets of contemporary poets, and was blinded by the beauty of the present."

This experience led him to make the query "whether more good poetry is not being written to-day than during any of the so-called Golden Ages of Literature."

Let him disclose his experiment further:

"It would be fine, I thought, to test the theory. It might be that we were giving too much worship to dusty books, to books revered and unread. It might be that we were dazzled by names.

"So I devised this little game, where I list, anonymously, and in no order at all, bits and oddments chosen from the entire range of English verse, from Shakespeare down to Jerry Evans of the New York *Evening Post;* and I leave it to you who so love the classics, and perhaps hold them as a holy priesthood, to guess, as you can, which of these fragments that follow are by the masters, and which are by the casual contributors to the newspaper columns and to the magazines of to-day.

"I may add that I have not trusted to my own whim in the matter of the classics, but have drawn examples from recognized and well-accepted books of quotations."

The reader may be amused to test his critical appreciation of poetry by jotting down his guesses and then checking them against the list which is printed at the end of the article.

1. Where the long centuries go curving up the beach
   And foam away and cease . . .

2. Old sounds born of the gossamer of rain.

3. The wind's wet wings and fingers drip with rain.

4. Soever does the fountain play,
   Or, rising on its silver stem,
   Give merrily its drops away
   To star another diadem.

5. Only our mirrored eyes met silently.

6. Reduced to bones I shall not care
   How hard the dandelions stare,

   And stricken blind I shall not see
   Green wish-bones on this maple-tree,
   Nor gladly feel beneath my foot
   Strong anchors twisted out of root.

7. Sitting careless on a granary floor,
   Thy hair soft-lifted by the winnowing wind.

8. The heart has music of its own, but cries
   No trumpet down the autumn's lonely wind,
   No bugle down the splendor of the skies.

9. The bracelets of the wind still hum
   Against her bright delirium.

10. We who have watched webs of green water broken
    Into the apt inconstancy of spume . . .

11. Scrabble riddles on their brain,
    Make a plow of wind and rain,
    Bury stars and pile up stone,
    Bind their hearts and yoke their own.

12. The rain had fallen, the Poet arose,
    He passed by the town and out of the street.
    A light wind blew from the gates of the sun,
    And waves of shadow went over the wheat.
    And he sat him down in a lonely place,
    And chanted a melody loud and sweet,
    That made the wild-swan pause in her cloud,
    And the lark drop down at his feet.

13. Starlight through the curves of space
    Falls an age, and does not tire:
    Falls and knows not where it falls,
    A curve of undiminished fire.

    No interstellar cold may stay
    These atoms in their arc of flight,
    Their radiant geometry—
    The mathematics of the night.

    They see far off the burning suns,
    The furious wash of tides that shake
    The whirling nebulæ, that twist
    A moon's orbit till it break . . .

14. Soft eyes looked love to eyes which spake again.

15. Sand-strewn caverns, cool and deep,
    Where the winds are all asleep;
    Where the spent lights quiver and gleam;
    Where the salt weed sways in the stream.

16. You only silver creature,
    Stood fashioned as the least
    Being in all nature,
    Neither bird nor beast.
    Creatures without wings,
    Bright fur, or beetle's armor,
    The mindless beasts go warmer,
    And the creeping things.
    The mindless stone lasts longer

    And cries not to be fed,
    But you shall find no bread
    To assuage your hunger.

    Yet climb the high-blown
    Stair, the highest ledge
    Of the mind: look down
    Over the mind's edge—

    Thought you your strength was little?
    Behold what strand in space,
    More fine than spider's-spittle,
    Holds the suns in place. . . .

17. The tree will wither long before it fall:
    The hull drives on, though mast and sail be torn;
    The roof-tree sinks, but moulders on the wall
    In massy hoariness; the ruined wall
    Stands when its wind-worn battlements have gone.

18. Then the music touched the gates and died,
    Rose again from where it seemed to fail;
    Stormed in orbs of song, a growing gale,
    Till, thronging in and in, to where they waited,
    As 't were a hundred-throated nightingale,
    The strong tempestuous treble throbbed and palpitated.

19. Now would I build, with nothing but with words,
    A sky so blue and gracious and so still
    That news of it would bring back many birds,
    And roots would know and move beneath the hill.

20. If in the moonlight from the silent bough,
    Suddenly with precision speak your name
    The nightingale, be not assured that now
    His wing is limed and his wild virtue tame,
    Beauty beyond all feathers that have flown
    Is free; you shall not hood her to your wrist,
    Nor sting her eyes, nor have her for your own
    In any fashion. . . .

21. Yet many a man is making friends with death,
    Even as I speak, for lack of love alone . . .

NOT long ago THE LITERARY DIGEST attempted a questionnaire along the lines of comparison set by Mr. Funk, and addrest its query to various prominent literati in America and abroad.

To quote from our replies, we begin with a direct disagreement with Mr. Funk's article of faith stated above. It comes from Mr. E. V. Lucas, the distinguished English writer, who declares:

"I can't agree with Mr. Funk. No anthology of present-day

(*Please turn to page 45*)

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War Horrors Pictured as a Peace Tract

IMAGINE A GRANDMOTHER leading a cavalry charge, or running a bayonet through another grandmother.

That's what would happen in the next war, if Oliver Baldwin, radical son of former Prime Minister Stanley Baldwin, had his way. Tho he was a lieutenant-colonel in the World War before he was out of his teens, the young Britisher, who is lecturing in this country, says nothing in the world could induce him to go into the trenches again.

He hopes that both sexes will be drafted for the next war, and that the age limit will be set at from forty-five to eighty. Then, he is quoted as saying, instead of a father sitting in a West End club and writing to the papers how gladly he was sending a son to fight, a young man might write of the satisfaction "with which he was giving to the war a stepfather and a couple of grandaunts."

The former lieutenant-colonel's passion against war lends point to the discussion about "The Horror of It," the aptly named story in gruesome pictures of death and agony on the field of glory, which is attracting considerable comment.

These "camera records of war's gruesome glories" are arranged by Frederick A. Barber, of Historical Foundations. A few war poems furnish most of the text. Most of the pictures are from foreign archives. When George Palmer Putnam, of Brewer, Warren and Putnam, publishers of the book, requested Maj.-Gen. Irving J. Carr, Chief of the United States Army Signal Corps, to let him buy official photographs from the Signal Corps to be used in a volume "designed as a document against war, graphically illustrating the horrors of modern conflict," General Carr replied, say press reports, that "only those pictures which show the pleasant features of war can be released. Think," he said, "of the Gold Star mothers the country sent to France. Over there they saw the lovely cemeteries in which lie the dead of the A. E. F. These mothers carried home in their minds beautiful pictures of these well-kept resting-places. We can not spoil these memories."

BUT to Mr. Putnam it seems that the Signal Corps pictures "should be available to any reputable citizen ready to pay the routine fee for their use. After all," he said, we read, "taxpayers footed the bill for them. It seems unsound that the Army should decide what war photographs a publisher may use. If the department actually could put in operation the edict handed down by General Carr the public would only see those pictures which glorify war. However, many people believe that visual education about the brutal facts of modern warfare is vitally important at this time."

"These pictures," says Dr. Harry Emerson Fosdick in a foreword to the book, "ought to stop the mouths of those who think war a moral tonic, or a glorious tradition, or an inspiration to useful patriotism, or a way of advancing human progress. Let this book say in scenes which did actually occur and will occur again, in forms more horrible if war returns, that war is a mad and barbarous business."

"It is a revolting, a sickening book—so much so," says *The Churchman* (Episcopal), "that it ought to be in every public, private, and church-school library in the United States, in the reading list of every mother of a son, in short, in the hands of all Americans. It turns the music of martial bands into harrowing shrieks of pain from mangled lips. It gives the lie to all the brilliant colorings and exultant enthusiasms with which war 'as defense' has been glorified by the elder statesman and ardent militarist."

It is all apropos of the latest discussions concerning military necessity, of the agenda at Geneva, of what has happened at Shanghai and in Manchuria, of the vague unrest which reports say still runs through the world.

Resolutions pledging support of this country's system of national defense and assailing attacks on it by secular or religious groups were adopted at the seventh annual convention of the Chaplains' Association of the Army of the United States, recently held in New York. The association committed itself "whole-heartedly to the work of establishing good-will among men and nations," pledged "support of the system of national defense established by law in our land," and deprecated "the activities of organizations, religious and secular, to bring it into ill repute and to make it of no effect."

ON the other hand, the eighty-fourth annual New York East Conference of the Methodist Episcopal Church, which met recently in New York, adopted a resolution "assuring the moral support of this Church to every person who, for conscientious reasons, refuses to support or participate in armed conflict."

Asserting that the adherence of the United States to the Kellogg-Briand treaty renouncing war has removed "any patriotic objections to the principles of pacifism," the resolution, we read in the New York *Times*, memorializes the General Conference of the Church "to take such action as will establish the principle that the Methodist Episcopal Church will never again, in the name of Christ, bless or sanction war." The resolution, it is said, does not bind the conscience of any member wishing to fight.

An utter renunciation of war is announced by Dr. Stephen S. Wise, rabbi of the Free Synagogue in New York. On the twenty-fifth anniversary of his service to the Free Synagogue the liberal Jewish leader pointed to the Rev. John Haynes Holmes, pastor of the Community Church, and said, we read in *The Times:*

"Without reservation or equivocation, I say now what this man had the courage to say fifteen years ago—that this pulpit, while I stand in it, will never give its support to war, to any war whatsoever, whether called just or unjust!

"I would as little support a war to crush Hitlerism as a war for the strengthening of Jewish claims in Palestine. Tho I bore no arms, I gave the fullest measure of my private and public support to the United States and the allied nations in the World War. I will never do so again."

AS a lifelong churchman and a soldier of fifty years' experience, Gen. Charles P. Summerall, former Chief of Staff, United States Army, wishes, he says, never to see another war. He is both internationalist and pacifist, but he wants a clear understanding of definitions, as he writes in *The Living Church* (Episcopal):

"In so far as internationalism connotes amity, concord, tolerance, mutual cooperation, friendly rivalry among nations, it is commendable. In so far as pacifism implies a peaceable frame of mind coupled with the desire and the ability to subdue the activities of the lawless elements of society within our gates and the aggression of warlike neighbors, it, also, is commendable. Accepting these definitions of the two words, and these only, I am myself both an internationalist and a pacifist.

"But while those of us who have thought deeply over the grave matter of national security—I would add, for many, prayed over it—have come to the one inescapable conclusion that we must be prepared to defend ourselves when necessary, our opponents have branded this conclusion with a sinister intent.

"The whole issue has been beclouded; we are accused of trying to build up a force which will tempt us to undertake aggressive wars; we are labeled as militarists—whatever that may mean—as jingoes. All we have dared to demand has been an armed establishment of the barest irreducible minimum consistent with sane prevention of war. This we shall continue to demand."

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The Parson at the Door Bell

TO RING, OR NOT TO RING, door bells—that was the question for Dr. Robert Norwood, New York rector.

It had been whispered about that the rector of St. Bartholomew's Episcopal Church was derelict in making pastoral calls, and he got the news over the grapevine which trails through most congregations.

What with christenings, weddings, funerals, and sermons, he is a busy man, and he just couldn't find the time to do much visiting over a large part of Manhattan.

In a statement one Sunday morning—"not scolding, but a cry for help"—as he put it, he told his congregation that his duties make it impossible for him "always to be ringing door bells." He added, "if you think it is shocking that your minister did not call on you, and if you talk among yourselves that he is not doing his duty, you do not want a preacher—you want a parish visitor." He said that on the previous day he had officiated at a funeral, a christening, and two weddings, and pointed out that St. Bartholomew's is well staffed with competent ministers, and that, in their parish calls, they are to be considered as representing both the parish and the rector.

In the old days, you remember, there was a deal of running about and dressing up and calling Johnny in to wash his face and comb his hair when the pastor was sighted coming up the road. Then everybody sat rather stiffly while the pastor said his little say and asked about the general welfare, and all breathed a sigh of relief when he was gone, Johnny because he hadn't got all the soap off his face and Ma because she thought she smelled biscuits burning in the oven. But things were not so complicated then, and, anyway, a city pastor has many people ringing his own door bell. So the papers took up the question, and most of them decided with Dr. Norwood.

New York Times Studio

Ringing Door Bells

Says Dr. Robert Norwood, rector of St. Bartholomew's Church, New York, takes up too much time from his other manifold duties, and he utters "a cry for help."

As the Albany *Evening News* points out, "it is difficult for a clergyman to be a good visitor and a good preacher, too," and the Providence *Journal* chimes in to say that "it is of first importance that the clergyman, even in a small parish, shall be a strong and acceptable preacher. Inspiration is half the business of life. Find a man who can by his own words lift up his hearers to a new vision of duty and a new desire to fulfil it, and there ought to be little difficulty in persuading them to take much of the work of the parish off the minister's shoulders."

"After all, the first duties of a pastor are to conduct church services, preach sermons, marry the living, baptize the babies, and bury the dead," says the Newark *Evening News*. "After these have been attended to, the multifarious other duties may be performed as time allows. Dr. Norwood has raised a question it is up to the individual members of his flock to answer with understanding, broadmindedness—and charity."

The very next day Dr. Norwood opened his mail and found a letter from Molly Anderson Haley, who writes commendable poetry in her spare time. She is quite positive in her stand for the minister. As we cull it from *The Churchman* (Episcopal), she writes, in part:

"What's all this about ringing door bells, and how dare they criticize you!

"You open doors for them—doors from littleness out into wide reaches of truth and beauty. Vacuum-cleaner agents and brush salesmen, advance agents for photographic enlargements, certainly keep the door bells from rusting.

"When I read that paragraph in *The Times*, I suddenly knew nothing else mattered as much as this Monday morning with its opportunity to tell you my appreciation of the all-inclusive quality of your friendship. That is my answer to the charge of those who say you don't ring enough door bells. Jesus is outside, and you help us find Him there; and, finding Him, nothing else matters."

WITHOUT, of course, condemning parish calling, *The Churchman* asks: "Might not the standard of preaching in the Episcopal Church rise if parsons spent less time on porches, waiting for answers to door bells, and more in the atmosphere of creative thinkers and workers—the psychiatrists, philosophers, scientists, social workers, dramatists, novelists, and poets?"

But *The Presbyterian* is still firm in its conviction "that 'ringing door bells' is the important factor in a preacher's work, and no leader of a church, whether in city or country, whether the largest and richest or the smallest and poorest, can afford to ignore it or set it aside as unimportant."

When Barriers Fall Away

ALL JEWISH CHILDREN were *ex officio* members of the Congregational Sunday-school at a certain county seat in Oklahoma where he began his ministry, says a writer in *The Congregationalist and Herald of Gospel Liberty*. It was an established tradition of the town.

They participated lustily in the Christmas festivities, but ultimately grew up to be good Hebrews.

Where the population is both scant and scattered it is natural for minority groups to fellowship with the religious institutions which are established, says the writer, and he records the following incident from an account of a meeting of the Pilgrim group of young people of the University Church at Missoula, Montana:

"One of the most interesting individuals present was a young Jewish girl, who was born in Austria, but who had emigrated to Philadelphia, where she had worked for some time in a hat factory.

"When she became convinced that there was no future before a factory girl, she hitch-hiked to Montana with a girl friend. They were attracted to the University of Montana by the elevation of the mountains, combined with the lowness of the fees. Finding that her preparatory work was deficient, this girl attended the local high school for a part of a year, but is now registered as a freshman in the university. She is working her way under the auspices of the Department of Home Economics.

"Altho a loyal Jewess, she feels quite at home in our fellowship. Somewhat against her will, she is scheduled to speak in the near future upon the unfortunate things which Christians have done to her people in Austria."

"Such interfaith contacts are of great value to the Church," comments the writer, and he adds, "one of the writer's regrets is that he never lived in a town which was small enough so that he could get chummy with a Catholic priest."

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The Blessing of a Little Colic in the Home

"IT JUST CAN'T BE DONE," said John. "I haven't enough money, and it's pretty expensive, you know."

"Well, I suppose we'll just have to stay married a while longer, at least until the depression is over," said Jane. Perhaps they'll forget all about it when prosperity rounds that corner.

But go next door. Jack and Sally have one in the cradle, one crawling, and one just out of kindergarten.

"How's the baby," asked Jack when he came home in the evening.

"Fine now. He had a touch of colic, but he's over that now. Little Sally got some splinters in her knees over that rough place in the floor you said you were going to plane, and didn't, and Junior fell down and bumped his nose, but didn't cry a bit."

"Me all over," said Tom, and Sally smiled behind the dish towel.

They've been just too busy to think about divorce. Besides, what would become of the children? As a matter of fact, they've rather enjoyed the struggle, and that time the doctor shook his head so gravely over the baby they found out that they needed each other more than ever.

It just goes to illustrate what Dr. Alfred Cahen says, that divorce has declined because couples can't afford it, and that the more children the less the chances that the home will be broken up.

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A Baby Bond

"Only 8 per cent. of American married couples possessing children end in the divorce courts."

But the record is bad enough. In his "Statistical Analysis of American Divorce," published by the Columbia University Press, Dr. Cahen says that the "land of the free and home of the brave" has the highest divorce rate in the world, and has had it virtually since Colonial days. And it might as well be pointed out in the beginning that, according to Dr. Cahen, the depression is merely a temporary factor in slowing down divorce. The rate will increase, he says. It is children who make a home and keep it together.

THE number of divorces declined by 10,000 from 1929, the boom year, to 1930, we read. The total for 1929 was 201,468 in the United States, and it is estimated that in that year a divorce was granted every two minutes—fast work, but nothing to boast about.

More than one in every six American marriages ends in divorce, Dr. Cahen reports, and this directly affects more than 500,000 men, women, and children every year. In addition, desertion, popularly known as "the poor man's divorce," rivals divorce in frequency of occurrence. The National Desertion Bureau says that total desertions in urban United States may be in excess of 50,000 annually, but no reliable records exist.

At the present rate of increase, aside from this temporary drop, 51 per cent. of American marriages will end in divorce by 1965, Dr. Cahen estimates, and he points out that "alarming prophecies" are not new, for such a prediction was made in 1785 by the Rev. Benjamin Trumbull, president of Yale University.

Any excuse will do, it seems, when minds are made up.

"Grounds for divorce," Dr. Cahen finds, "seem to be employed interchangeably, according to the wishes of the applicants. In the early years of marriage, cruelty and adultery occur most frequently. Neglect to provide happens most often in the middle years of life. If one passes these obstacles, desertion and drunkenness loom ahead, for both increase with the duration of marriage."

Alimony was requested by only 9 per cent. of wives obtaining divorces in recent years, and it was granted to 6 per cent., we read. In the period from 1867 to 1886 alimony was demanded by 16 per cent. and received by 12 per cent. The decline is attributed to the increased ability of women to earn a living. It might be pointed out, parenthetically, that in recent years judges have been less inclined to grant alimony, especially where children were not involved.

"CHILDREN preserve the home," says Dr. Cahen, "since only 8 per cent. of American married couples possessing children end in the divorce courts, while 71 per cent. of the childless marriages terminate in divorce. Furthermore, every additional child cuts in half the chance of divorce."

"Likewise," says Dr. Cahen, "the shortening duration of these marriages, where the home is eventually broken, is a distinct trend that has paralleled the increasing divorce rate, the fourth year of married life now being the most common for divorce, as compared with the seventh year at an earlier period."

The urban rate of divorce is probably twice that of rural areas, and the Pacific coast States have three times the rate of the Atlantic seaboard.

"Divorce rates for various grounds," says Dr. Cahen, "fluctuate almost from zero to 100 per cent. in the different States, and it is obvious that the American people are not ten times more cruel, adulterous, or vagrant in some States than in others."

THE chief environmental factors of divorce, finds Dr. Cahen, are urban growth, economic production, women workers, and childlessness. "But the conclusion must be," points out the New York *Times*, "that children do most to preserve the American family from dissolution."

"Of course," observes the Cincinnati *Enquirer*, "among this array of broken lives were those to whom divorce came as the only means of deliverance from bonds intolerable, but the records show that the overwhelming mass of legal separations too easily are obtained in this country, and upon grounds—many of them—not entitled to be respected by those who regard marriage as something more than a convenient, or pleasant partnership."

Marriage, urges *The Enquirer*, is a serious matter:

"There is a material, serious side to life. Men and women should, in all respects, be ready for the greatest of all human comradeships before entering upon it. Their own physical and material well-being, the well-being of the community, the implicit obligations of parenthood, of child rights—all these gravely should be considered.

"The object of marriage should be parenthood, within reason. So nature seems to have determined before laws were made, and nature, guided by love, law and religion, points the way to highest civilization, to truest moral and spiritual advancement."

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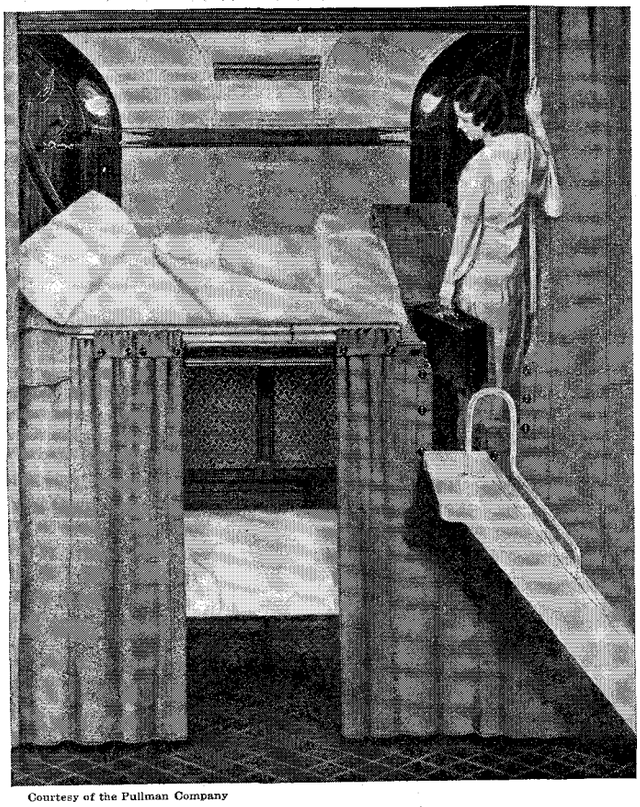
Improving the Upper Berth

A NEW TYPE OF UPPER BERTH, equipped with a dressing-platform, a folding-stairway, and a dormer-window, has been introduced on Pullman cars. Two experimental cars are ready and will be given the test of service.

These innovations give upper-berth passengers standing space for dressing while still in their berths; enable them to ascend and descend without the porter's assistance; and, through the dormer-window, ventilation according to individual taste is possible. Says a press bulletin issued by the company:

"A night passenger with an upper-berth ticket arrives at the station and is shown to his space. The porter places his luggage in the berth and then, opening the stairway that has been folded flatly against the section end, invites him to ascend.



Courtesy of the Pullman Company

Acrobatics No Longer Necessary

New type of upper berth.

(A fixt ladder is also being experimented with in the two cars about to go in service.)

"At the head of the stairway the passenger steps directly onto a dressing-platform, which is at once simple, comfortable, and practical. He finds that a portion of the berth front is separate and hinged, and at this time is raised against the side of the car. A corresponding section of the mattress is also hinged and turned back.

"The space thus made is occupied by the dressing-platform, which is 18¾ inches long, 13¾ inches wide, and 15¾ inches below the level of the mattress. As it is 6 feet 1½ inches from the platform to the roof of the car, the passenger finds ample room in which to stand while undressing, or he can sit upon the turned-back mattress if he prefers.

"Assuming that the traveler has disrobed and is ready for bed, he covers the platform aperture by dropping the hinged section of the berth front. Next he pushes the turned-back end of the bed and discovers that the sheets and the blankets are not in the least disarranged. This is due to a novel slip-cover over the foot of the bed, which has been turned back. Adjusting the window to admit the proper amount of fresh air, the passenger sleeps."

Next morning the traveler reaches to the foot of the bed, pulls it toward him, uncovers the dressing-platform by raising the separate hinged section of the upper berth, we are further told, and dresses in comfort. Unbuttoning the aisle curtain he descends the stairway (or ladder) without disturbing the lower-berth occupant, or requiring the porter's assistance. When the porter puts away the section for day-travel, the platform equipment is stored in the upper berth, together with the stairway or ladder.

Queer Doings in the Air

A FULL LIST OF THEM, if such could be compiled, would fill volumes, asserts T. J. C. Martyn in the New York *Times*. And the advent of the airplane in the heavens, he opines, must be the queerest happening of all to the birds.

The airplane, as might be expected, is viewed with suspicion by the birds. Occasionally they have aided their feathered friends, as when they swiftly moved stranded swallows south from Austria and Switzerland, thus assisting in a winter migration.

But more usually the larger ones have cocked a hostile eye on the airplane. He proceeds:

"There are several authenticated cases of condors attacking airplanes in the Andes. Eagles, too, resent airplanes. They usually prefer the frontal attack, but a German eagle, who thought he knew better, decided on a flank attack from a frontal angle. This was a grave error. He was picked up sometime later with a broken neck.

"In these days when pigs, dogs, lobsters, and even a camel have been transported by air, queer things will out. A hen took to the air once with great and evident pleasure. To show her gratitude she laid an egg.

"Often the mere presence of an airplane is enough to cow the smaller birds. It seems that they take them for large eagles. Thus, in a war on some marauding crows, the presence of an airplane flying low overhead was enough to keep the chattering black birds in the trees, while the farmers massacred them with shotguns.

"Airplanes were used for hunting lions in Africa, until a government decree halted them. Herds of horses out West have at times been much alarmed by the passage of airplanes. But there have been times when the animals have scored. Once a horse found an airplane in a field. He approached it stealthily, gave one lick at the fabric, and found it rather tasty. In a few minutes he had demolished the entire tail, eschewing the wood and chewing only the doped fabric.

"One of the most curious of queer happenings in the air occurred in the war. One day, about noon, a British 2C was sighted gliding down toward its airport. But instead of circling to land it kept steadily on and passed over the field. Instant suspicion crept into every man's mind that the Germans were landing a spy in a captured machine. A truck was manned and a half dozen stalwarts, armed with revolvers, made off in the direction in which the airplane disappeared. In a few minutes the machine was discovered, standing still in a large field, its 'prop' turning over slowly. From ample cover some one called out. There was no answer, tho two men could be seen sitting in their cockpits.

"Finally, some intrepid soul stealthily approached, only to find that both airmen were dead. The machine had actually flown them home and landed them safely, without any damage to its structure.

"There is the story of a pilot who went looking for trouble. Up in front of him loomed a giant thunderhead. He thought to himself, 'I should like to see what is inside.' As soon as the pilot got into the cloud he felt his heart sinking into his shoes, as if he were being shot upward in an elevator. He was elevated at the alarming rate of 1,400 feet a minute. He pushed the control stick forward as far as it would go. It made no difference: he was still being carried upward and—to make matters even worse—sideways at a speed of some seventy miles an hour. Eventually his experience came to an end; for he suddenly shot out of the cloud in a dive, yet several thousand feet higher than when he had entered it."

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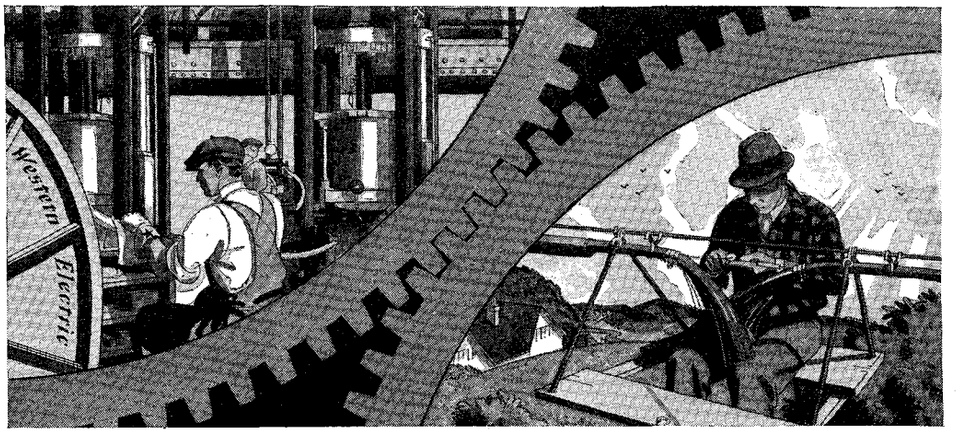

Western Electric makes the cable and delivers it direct to the telephone companies to be used in your service

With gears in close mesh

Lost motion is reduced to a minimum by close meshing of gears. This fact, a commonplace in engineering, offers many interesting possibilities for the industrial machine.

Facts About
Western Electric
Purchasers, Manufacturers, Distributors for the Bell System

In the Bell System, Western Electric's function of manufacture and supply is closely geared to the needs of the telephone companies. Its work is laid out in advance to conform to the System's plans for telephone development. And because Western Electric's customers—the telephone companies—are also members of the System, close cooperation and accurate scheduling are possible.

As maker of Bell Telephone apparatus since 1882, Western Electric has done much to insure the uniformly high standard of quality so necessary for efficient and reliable telephone service. From its three factories, Western Electric ships telephones, cable, switchboards, and telephone equipment of many kinds.

Yet, important as this manufacturing is, it is only one phase of Western Electric's service to the Bell System. Purchasing and distributing supplies and telephone apparatus are its two other broad duties. To make telephone supplies available where and when needed, Western Electric operates a nationwide distributing organization—an industry in itself.

This makes equipment readily available, in normal times or in emergencies, to all Bell System companies; and aids them in rendering a constantly improving service to the telephone using public.

● AMERICAN TELEPHONE AND TELEGRAPH COMPANY ●

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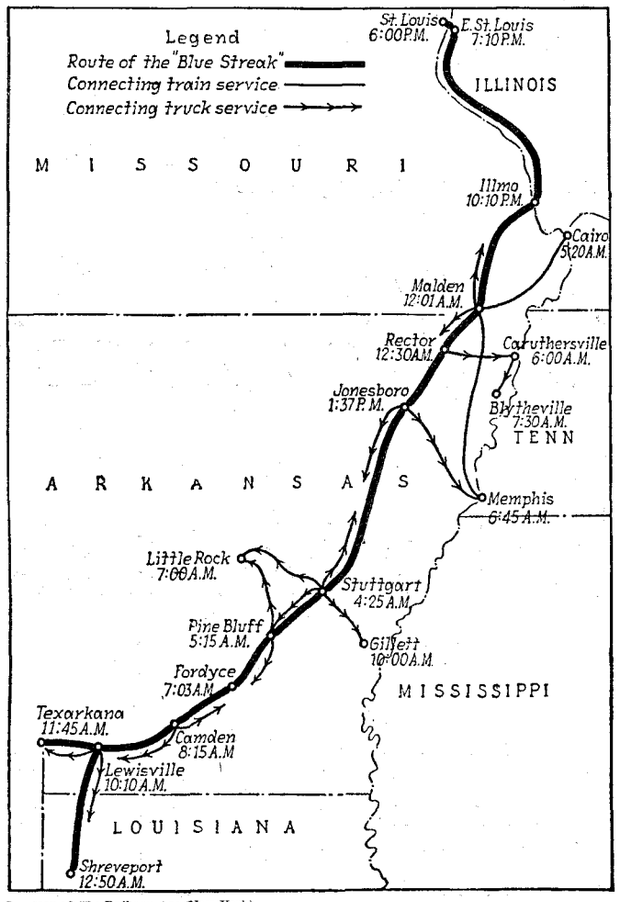
The Fastest Freight-Train

THE "BLUE STREAK" runs on the St. Louis and Southwestern Railroad, usually known as the "Cotton Belt," from St. Louis to Shreveport, Louisiana, most of the way at an average speed of forty miles an hour.

Connecting truck-lines extend its service to a large tract of adjoining territory.

As an experiment to see whether a freight-train could not compete in rapid delivery with the motor-truck lines, it is said by a writer in *The Railway Age* (New York) to be an unqualified success. Says this magazine:

"In recent public addresses, officers of the St. Louis-Southwestern have advocated, as one means of meeting motor-truck competition, the operation of high-speed merchandise freight-trains, coordinated with motor-truck service, to provide overnight deliveries from store door to store door between distant points.



Courtesy of *The Railway Age* (New York)

Route of the "Fastest Freight-Train"

"They have put their ideas to the test on their own railway where the 'Blue Streak,' widely known as 'the fastest freight-train in America,' connects St. Louis, Missouri, with Memphis, Tennessee, Little Rock, Arkansas, Texarkana, Texas, and Shreveport, Louisiana, with overnight service. As a high-speed freight-train, the 'Blue Streak,' in order to maintain its scheduled overall speed of approximately forty miles per hour, is unable to stop at more than a few points. Motor-truck schedules coordinated with the train schedules, however, extend the fast service offered by the train to local points along the main and branch lines.

"The 'Blue Streak' represents the most striking effort by the Cotton Belt to recover merchandise traffic which has been lost to competitive motor-trucks. It has succeeded in this purpose to an encouraging extent. The train was placed in service on October 1, 1931. In the previous month, merchandise traffic handled by the Cotton Belt to points now served by the 'Blue Streak' was only 71.1 per cent. of that handled in the same month of 1930, while merchandise traffic to points not now served by the train was 7.68 per cent. of the volume in September, 1930. In October, the first month of operation of the train, merchandise traffic to 'Blue Streak' points was 95.9 per cent. of that of 1930, while the traffic to other points was only 78.4 per cent. of the 1930 traffic. In November, 1931, the 'Blue Streak' leapt ahead. In that month merchandise traffic to points not served by the train was only 88 per cent. of that handled in November, 1930, while merchandise traffic to 'Blue Streak' points was 135.5 per cent. of that handled in November, 1930.

"The establishment of the 'Blue Streak' was the result of a survey made by the Cotton Belt last fall, which showed a well-defined tendency for motor-trucks to operate over much longer distances than they had previously done. Seventeen truck-lines were found to be operating out of St. Louis to points in the territory served by the Cotton Belt. These generally made overnight deliveries from St. Louis to such cities as Memphis, Tennessee, and Little Rock. It was apparent that the pick-up and delivery service, which became effective on all Southwestern lines on October 1, would not effectively meet the existing highway competition unless delivery at points reached by overnight truck service, when moving by rail in connection with the new pick-up and delivery service, could be effected as promptly as that by highway.

"To meet the need for prompt delivery, the 'Blue Streak' came into existence."

Porcelain Enamel Houses

THESE HOUSES, THE FIRST OF WHICH is to be erected in Cleveland in May, are a variety of the all-metal house, of which several kinds are now in use.

In this case, however, the metal plates are coated with porcelain enamel, rustless, and easily cleaned with soap and water. The combination is familiar in the enamel bathtub.

The following description is quoted from an article entitled "Cleveland's Metal Homes," printed in *The Cleveland Trust Monthly*. The author is Seward A. Covert, editor of *The Monthly*. He writes:

"Porcelain enamel embodies beauty, low cost, fire-proof and rust-proof qualities, and it can be easily cleaned. It gives to the home-builder the opportunity of selecting a color from hundreds that are available. The enamel finish can be either glossy or dull.

"Porcelain enamel is in reality, shattered glass that has been fused onto sheet metal at high temperatures. It will not chip off or crack. The process of making enamel has been known for hundreds of years, tho its application to metal is fairly recent.

"The construction of the house is novel. Porcelain plates, some thirty inches square, to the inside of which fiber insulating boards have been attached by the use of water-proof glue, will be fastened to special steel studding by means of an outer batten that bolts on to the studs. This batten is about 2½ inches wide. Backed by a waterproof felt washer, the batten is bolted into place, and so holds the plates tightly to the studdings. A slight ship-lap on the horizontal joints gives them added security from weather and moisture.

"To the inside of the studdings will be fastened a steel lath on which the interior plaster is to be applied. Between these two walls, not more than six inches over all in thickness, will be placed a mineral wool insulation, similar to that used in the Solon steel house. This gives added insulation against noise and conditions of heat. It has the resistant qualities of a 17-inch brick wall. The steel deck floors of the house will rest on metal joists, filled with concrete.

"Differing architecturally from the sheet-steel house, the enamel home will have a peaked roof, the shingles of which will also be porcelain enamel, of a dull hue. A modernistic touch will be achieved by the perpendicular effect of the battens and by the cross-beaming of the windows, which in the model home will be located close to the corners of the house. This gives a most pleasing appearance.

"It might be interesting to add that this method of construction was originally adopted by the White Castle system of eating houses. This familiar organization serves hamburger sandwiches and coffee. So successful has been the major construction features of these white enameled palaces of hamburger that the enamel-house project is no experiment as far as its construction is concerned.

"The floor plans of both houses embody all the comforts that any home should possess.

"The builders of these two homes are confident of their ready acceptance, and from studying the plans, your author feels that Cleveland is about to see something wholly new and actually practicable in the building field."

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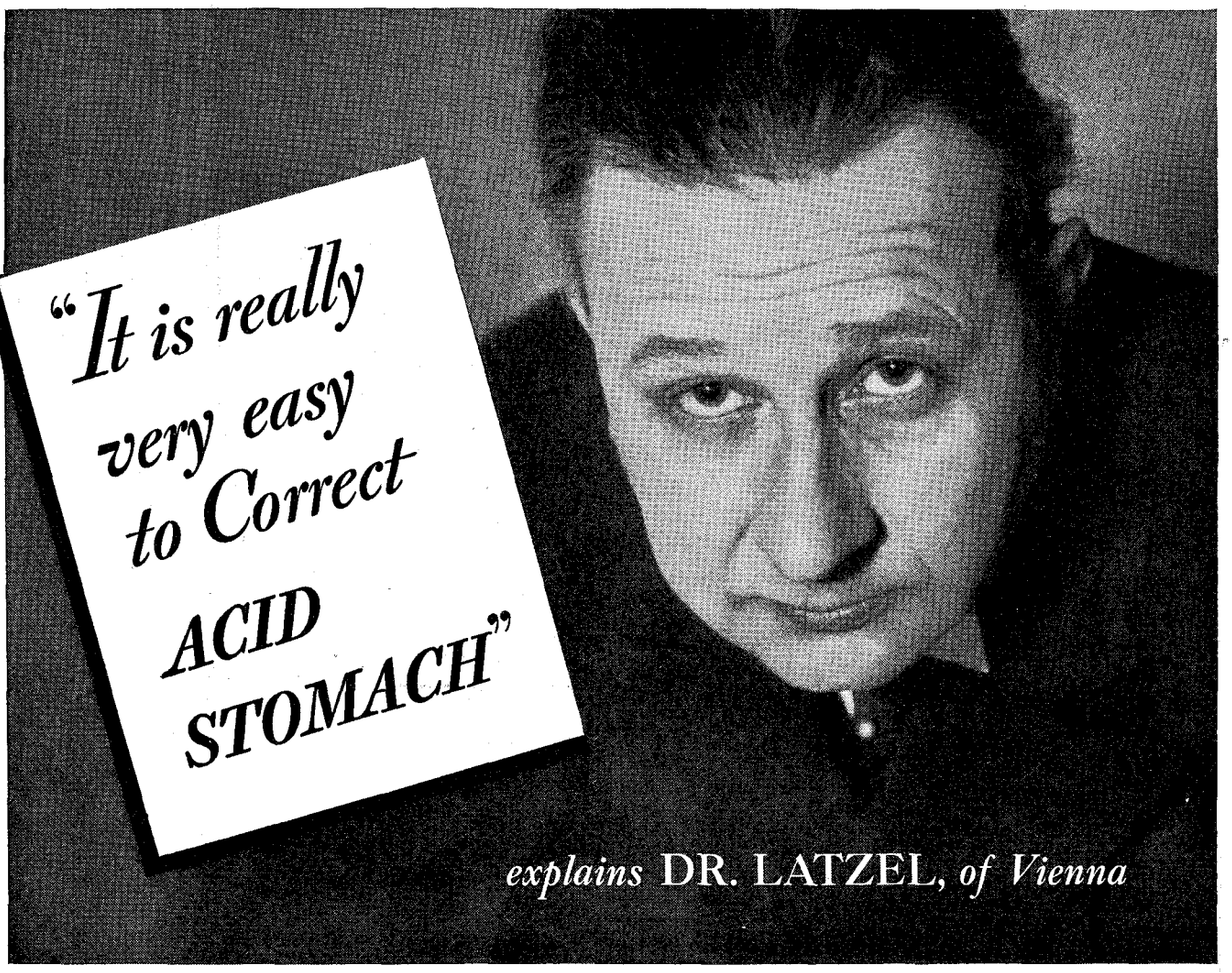


"Scientific discoveries prove yeast* improves digestion," *he says*

SOURNESS. Indigestion. Gas. That dull, heavy, bloated feeling after meals.

Familiar symptoms, these. All too common. Yet in how many cases they are absolutely unnecessary, physicians say!

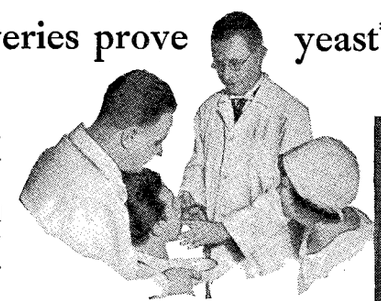
For example—

"'Acid stomach,' heartburn, coated tongue, etc., are often discovered to be due to a stagnant condition of the intestines. It is really very easy to correct this trouble... *by eating fresh yeast.*"

In these words the celebrated stomach specialist, Dr. Robert Latzel, sums up the results of a lifetime of medical experience. Dr. Latzel is physician-in-chief of the clinic for internal diseases in Vienna's largest free hospital.

He adds:—"Yeast restores normal bowel action . . . improves digestion by increasing the flow of digestive juices, giving a healthy appetite and greater vitality."

Eaten daily, Fleischmann's Yeast "tones" and stimulates your whole digestive tract . . . softens accumulated wastes . . . helps your body again eliminate all poison-breeding residue *normally*.



"Much suffering could be spared if patients would keep their elimination regular," states Dr. Latzel.

And as your system is gently cleansed, digestive secretions revive. Discomfort no longer follows eating. You really enjoy your meals once more!

Isn't it worth trying? Start eating Fleischmann's Yeast today!

"Patients completely relieved"

DR. MAZERAN, famous French clinic head, says: "Indigestion . . . irritability . . . loss of appetite are warnings of poisons being absorbed into the blood . . . In these cases I recommend fresh yeast."

"I certainly agree with what great doctors say," *writes* Mrs. G. R. Woods, *of St. Louis.* "I was suffering from indigestion. I knew it came from constipation . . . A friend suggested yeast. Soon the constipation and headaches vanished, and it was such a joy to be able to eat anything I wanted."

Eat 3 cakes a day—before meals or between meals and at bedtime—plain or in water (a third of a glass).

Important **Fleischmann's Yeast for health comes only in the foil-wrapped cake with yellow label. It's yeast in its fresh, effective form—rich in vitamins B, G and D—*the kind doctors advise.* At grocers', restaurants, soda fountains. Write for booklet. Dept. Y-DD-11, Standard Brands Inc., 691 Washington Street, New York City.**

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How to Cut Glass

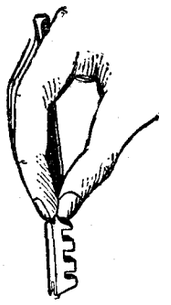
THERE ARE MANY DIFFERENT successful ways, says George Lee in *The Glass Digest* (New York), but certain general rules should be observed.

All glass dealers know how to cut glass, but what follows is, we are told, approximately the "official system."

Mr. Lee writes:

"Any one attempting to describe the proper method of cutting glass assumes a large proposition, as there are many different correct methods, and glass has to be cut in practically every possible physical position and condition.

"The writer in his travels through the United States and foreign countries has found hundreds of different methods in use, depending on circumstances and individuals. These range from the novice, who takes a steel wheel glass-cutter and runs it rapidly up and down in the same cut in an attempt to literally saw through the glass, to the skilful mechanic in a certain factory in the United States, who takes a glass-cutter upside down and pushes it across the sheet away from him, ending on the opposite side of the glass (and gets results too!).



Courtesy of *The Glass Digest* (New York)

How to Hold the Cutter

"One of the most important steps, and one most commonly overlooked by the glass dealer, who uses a cutter less frequently than his glazier, is that the glass must be absolutely clean and must be flat. Brush off the glass thoroughly, and if necessary use a scraper or liquid cleaner. The cut must be made continuous across the whole surface. The glass must be flat at all times on the board, or it will tend to run or break from the action of the cutting, especially if it is thin glass.

"Dip the wheel in a light-body motor-oil for lubrication of the axle and smooth running. A mixture of three parts motor-oil and one part of kerosene is ideal. A glass tool is a precision tool and needs lubrication to work smoothly, but do not use turpentine, as this is sticky and will gum up the wheel and axle. In order to avoid wobbling of the wheel, good glass-cutters are made with a very narrow and deep slot, and any sticky substance getting into this slot rapidly stops the wheel from turning freely. The deep slot acts as an oil reservoir.

"Take the cutter between the first (not thumb) and second finger, thumb on underside of the handle. This is often modified to put just the first finger on top, but in the writer's opinion a straighter line can be cut with two fingers above and the thumb below, at least in free-hand cutting.

"Start the wheel on the far side of the glass from you (⅛ inch from the far edge), hold your cutter erect so that the wheel will revolve easily, making a straight, even stroke. Press just hard enough to make a fine line on the glass. If you press too hard the cut may flake or 'burn'—this is wrong. Run the cutter wheel entirely across the glass (allow your cutting wheel to drop off the pane).

"Wherever possible the use of a wood rule or steel-edged rule is advised, as it is much easier to get a straight-line cutting by rule than by free hand.

"To break thin sheet or window glass hold the pane firmly between the first finger and thumb with both hands (side nearest to you) with thumbs on top, give the glass a slight bend and it will break or 'run' the entire length of the cut. This action is similar to tearing cloth. For breaking off narrow strips use the breaker in the end of the cutter (a good glass-cutter has different size breakers for each thickness of glass). For breaking plate or heavy glass use glass pliers, taking the pliers up to within ⅛-inch of the cut. Tapping the glass gently under the cut will make the glass run or part easier. Always break the glass immediately after cutting, as once a cut gets 'cold' the glass will not part readily.

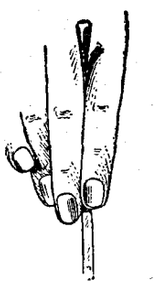
"As pointed out above, this method must be modified where cutting in other positions, and there are many skilful glass men cutting by different methods with great success—but the principles of a fine line, clean glass, breaking promptly after cutting and caring for the cutter wheel, are very important.

"The steel wheel glass-cutter is used to-day by 95 per cent. of all people cutting glass throughout the world. It is a real precision tool, and if handled properly will cut thousands of feet of glass. It is surprizing how many men who would not think of running their automobiles without oil will run a steel wheel cutter without proper oiling, or will take it across rough spots, bang it against steel rules, etc. As we say, 'it's all in the wheel,' but give the wheel a chance."

Nature's Pickling Vats

ISN'T IT ODD THAT MAN'S (or rather, woman's) trick of pickling things in vinegar should have been invented by the bacteria of bogs untold geological ages ago!

Dr. Frank Thone, in his Science Service feature, *Isn't It Odd?* (Washington), says that any one who has seen one of the bogs that can be found from the Great Lakes region northward and eastward, and across the northern part of Europe and Asia, will remember how well things are preserved in the peaty soil, under the brown water. Where drainage ditches are being dug, or peat cut for fuel, you can find tree stumps, branches, and leaves many feet under ground, yet in nearly the same shape and texture they had when they were buried there. They are not hardened nor petrified; they are just pickled. He goes on:



"In Europe it is not uncommon to find articles of wood, leather, and other perishable materials buried in ancient bogs. Their patterns and workmanship make it possible for some of these things to be identified as equipment of Roman soldiers, or of people who held the land at even earlier dates. One notable find, made in a Swedish bog several years ago, was a circular cloak, well woven of wool, that dated from the Bronze Age—at the very least 500 years before the present era.

"How do bogs thus preserve such perishable things? Exactly as a jar of vinegar does; by discouraging the bacteria and other decay-causing organisms with weak acid. Not the same acid, to be sure; vinegar is a weak solution of acetic acid, and the acids in bogs are a complex mixture of other things; but the principle is exactly the same. All organisms (ourselves included) demand certain chemical conditions in order to live. If our blood becomes too acid, we first get sick and then die. The same is true of bacteria and other germs. Their life-processes produce acids, and if these acids are not carried away when they are excreted from their tiny bodies, the germs finally die.

"That is what happens in a bog. There is no outlet for its water. The acids formed by the microorganisms accumulate, until finally few or none of them can live in it. Since decay can not take place except through the agency of bacteria, molds, yeasts, protozoa, or other microbes, anything that becomes covered with bog water is preserved, or at most decays exceedingly slowly. Bog water is unfriendly to other microbes than those of decay. Most disease germs can not stand its acidity. In the old exploring days, sailors putting ashore for water learned that the brown, often ill-smelling water from a bog was safer stuff with which to fill their casks than water from clearer ponds or slow rivers. They never knew why; but they were early users of chemically disinfected water."

Why Alcohol Reddens Noses

WHY people who drink too much alcohol so often have red noses has been investigated by a nerve specialist of Vienna, Austria, Dr. B. Kauders.

The secret, he finds, is that habitual dosing with alcohol damages a small nerve center in the brain, that controls the constriction or relaxation of the smaller blood-vessels such as the small arteries and the capillaries. Writes Dr. E. E. Free, in his *Week's Science* (New York):

"That this brain center is affected by alcohol already was known. Its action in relaxing the blood-vessels explains the flushed face and pinkish color of the skin which so often follow a drink or two of alcohol. On the other hand, when something affects this center in the reverse direction, its orders issued through the nerves cause all the thousands of tiny muscles in the walls of the smaller blood-vessels to squeeze these vessels more tightly. Much of the blood is squeezed out of them and the skin becomes pale. Some drugs cause this. Another cause is sudden fright.

"Habitual use of alcohol, Dr. Kauders finds, seems to get this brain center so accustomed to sending out orders for relaxation of the blood-vessels that these orders may be left standing, so to speak, so that the blood-vessels stay relaxed always, especially the vessels in the skin of the nose and other parts of the face."

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BE "Mouth-Happy"

Don't let heavy smoking make your mouth "quit" the party. Spud is the one smoke that fits with food, and drink, and merriment . . . that gives you full tobacco enjoyment together with cool, clean taste.

SMOKE SPUDS

MENTHOL-COOLED

CIGARETTES

20 FOR 20c (30c IN CANADA)...THE AXTON-FISHER TOBACCO CO., INC., LOUISVILLE, KENTUCKY

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Photograph by courtesy of J. H. Witherow

A Happy Landing for Pylon Club Members Who Have Flown Out for a Week-End of Sport

Flying Sportsmen and Their Aviation Country Clubs

FOX AND HOUNDS IN THE CLOUDS! There's a thrill for you!

Tony Little, piloting the fastest plane on the field, was the "fox" in this particular aerial chase, and he was given a five-minute start.

To win, writes Lawrence P. Sharples in *The Sportsman Pilot*, "some 'hound' had to read the unknown number painted on Tony's plane." Mr. Sharples is describing a sport indulged in by members of the Pylon Club, of which he is president. This club is an organization of sportsman pilots near Philadelphia.

"A restricted area of about one county had been decided upon," continues this writer, "and a maximum altitude of 3,000 feet." When the "fox" took off and the five minutes allowed to him had elapsed, the "hounds" in their planes set out in pursuit.

These pursuers used their heads, continues the writer. They divided the area, and each one took over the patrolling of a section. Finally, we are told, "the fox was cornered and then ensued some combat maneuvers to get on the lee side of his number, and be within reading distance."

This is only one of the ways members of this aviation country club enjoy themselves in the air, combining straight flying with competitive sports.

The start and early steps of the aviation country-club idea, combining air and ground sports and club-house facilities, were described in THE DIGEST between three and four years ago.

The first club in the national system, we read, was opened on Long Island in the summer of 1929. Since then similar clubs have been organized, or are being organized, at many other centers, chiefly in the East, altho the idea is catching on in the West.

These later facts we borrow from another article in the same magazine.

MEMBERS of these clubs and of the United States Amateur Air Pilots Association have engaged in some ambitious flight projects, such as the tour to Miami for the All-American Air Meet, early this year. The Amateur Pilots Association has brought out a readjustment of insurance rates more favorable to private flyers. And—most important of all to the aircraft industry—these amateur pilots have bought planes and equipment on a liberal scale.

The Pylon Club, tho young, boasts one of the most attractive club-houses in aviation, near Philadelphia, and seems to have one of the most ambitious sports programs, including games of fox-and-hounds, aerial treasure-hunts and blind-flying contests. This club is even talking of a sham battle in the air.

The idea of aviation country clubs was born, *The Sportsman Pilot* tells us, before the financial hurricane of 1929. Nevertheless, we are assured, "the enterprise has stood sturdily in the face of the big wind, has, in fact, continued to grow despite drought, desolation, and general economic damnation." Describing the growth in terms of how members have bought planes, the article continues:

In less than three years, those along the Atlantic seaboard alone have opened their pocketbooks to purchase $1,955,795 worth of airplanes. Of this amount, strictly amateur pilots paid $1,360,875 for their pet hobby-horse. True, the greatest expenditure for planes came before the commercial crisis.

As a matter of fact, the entirely amateur owners bought more aircraft value in 1931 than 1930, and almost as much as in 1929. Surely, it takes no telescope to see that the amateur is on ascendency.

What kind of airplanes are these people buying? Among recent purchases, the prices have ranged from $900 to $35,000, but the average is somewhere around $6,500. Members of the clubs at present have a slight preference for open planes over closed.

If you were to inquire what complaints most of the club flyers have against current aircraft designs, you would find that most of them agree that luggage space is inadequate, visibility could be improved, and landing speeds could be much lower.

They would like not larger space for baggage so much as better arranged space; they would prefer a compartment shaped to carry golf-bags, hunting equipment, fishing tackle, and similar sporting paraphernalia.

They would, in most cases, willingly sacrifice high speed for low landing speed and the ability to get in and out of small fields. And they don't like crowded cabins.

THE first club in the national system of Aviation Country Clubs opened its doors at Hicksville, Long Island, in the summer of 1929, we are told as we read on:

And it has, despite depressions and what have you, shown an operating profit for the eighteen months ending December, 1931.

For a year and a half the Long Island Aviation Country Club was the only one operating.

Then John T. deBlois Wack, who has been spending his summers hopping from lake to lake in the Adirondacks, was inspired to organize a club at Westport on Lake Champlain. As a result, there is now a club in the Eastern resort area with a 3,000-foot all-way field, seaplane facilities, a twenty-plane hangar, golf-course and tennis-courts at the disposal of members.

For the official opening, June 17-19, there will be a carnival in the clouds, which promises to assume an international aspect. Invitations have been sent to clubs in England and Canada to send teams.

The Canadians are sending two teams, and probably several British airmen will enter individually if not in groups.

Then the review goes on to tell us of the Aviation Country

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NATURE..*Artful Chemist*..
makes special oils for all her creatures
AND FOR YOUR MOTOR, TOO!

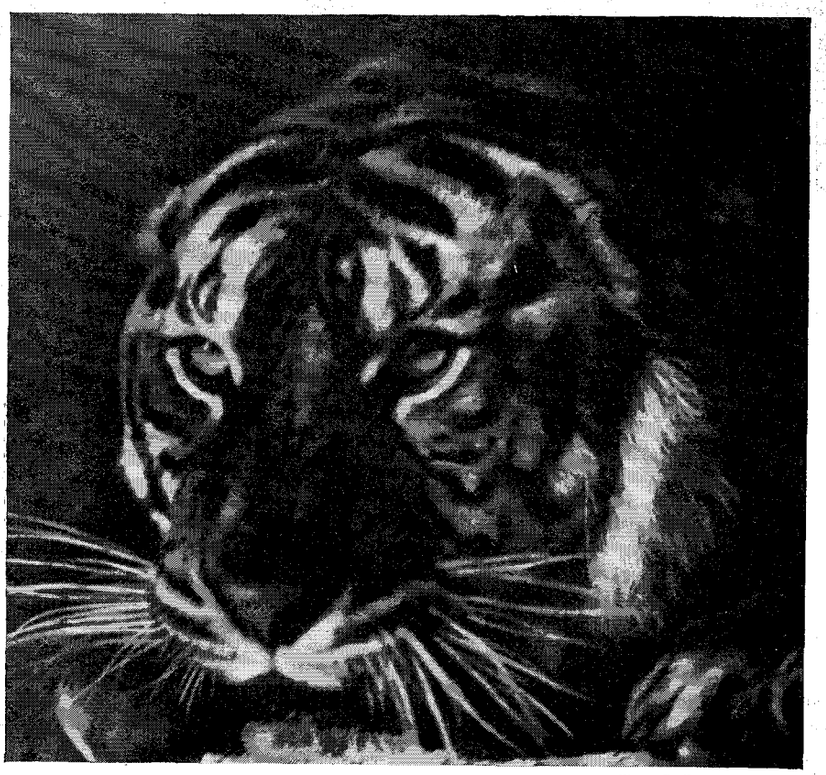


Photo: By Dr. F. Hauchecorne

● NATURE works wonders with oil that make man's accomplishments in lubrication seem tiny in comparison. She has made a special oil for every purpose. Man and beast, bird and plant, she has provided with the particular oils they need to function and to live. . . What has all this to do with motors?

Almost as if, a million years ago, Nature foresaw today's high speed motor, she created one special type of crude oil that has proved most adaptable to motor needs: Pennsylvania Grade Crude. Somehow Nature favored it, gave it qualities no other crude has.

Oils refined from 100% Pure Pennsylvania Grade Crude have more stamina to fight the inferno of heat in your motor. A pure Pennsylvania oil definitely *lasts* longer. That's saving number one!

This same resistance to heat is protection against friction, burned-out bearings, scored cylinders. An oil refined from 100% Pennsylvania Grade Crude helps you avoid costly repair bills. Saving number two!

Because these oils seal the power *behind* the pistons more completely, you get more power and speed with less gas. Saving number three! Contamination of the oil with unburned gas is prevented—and so you needn't *change* oil as frequently. Saving number four!

If you want this four-way economy, be sure the motor oil you buy is refined from 100% Pennsylvania Grade Crude and sold under the emblem, shown below.

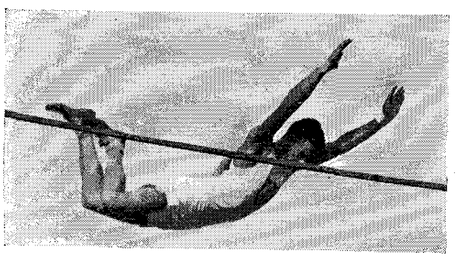
This emblem does not represent any one *brand* of oil. It identifies a type of crude oil found only in one small section of Eastern U. S. A. It guarantees the *source* of the crude from which many brands of excellent motor oils are refined.

• • •

FREE—Fascinating facts about oil. Write for booklet: "$1,000 Worth of Information on Motor Oil." It will help you save money. No obligation. Pennsylvania Grade Crude Oil Association, Dept. A-1., Oil City, Pa.

• • •

● *This athlete couldn't move a muscle—couldn't even draw a breath—without the lubrication provided by Nature's special oils. . . Give your motor the advantages of another of Nature's great triumphs in lubrication—Pennsylvania Grade Crude.*



● *Perhaps you would never associate this glowering beast with* lubrication—*but the tiger, like every other animal, is provided by Nature with countless special lubricants. Joints, muscles, eyes, skin, hair—all need Nature's special oils. . . Similarly, in Pennsylvania Grade Crude, Nature has provided the special source from which come the finest motor oils.*

• • •

The emblem below appears only on fine motor oils made from 100% Pure Pennsylvania Grade Crude.

TRADE MARK REG. U. S. PAT. OFF.

Guaranteed
100% PURE
PENNSYLVANIA
OIL
TRADE MARK

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AN ORGANIZATION EMBRACING PRODUCERS, REFINERS AND MARKETERS OF HIGH GRADE 100% PURE PENNSYLVANIA OILS

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"I WAS 'ALL WET' TOO"

"I DIDN'T believe I could save half a buck a week on my smokes without giving up a lot of smoking pleasure. But I was all wet. Here's how I did it:

"I tried TARGET. It's the new roll-your-own tobacco that's blended just like ready-mades. My cigarettes now *look* like ready-mades and *taste* like ready-mades. *And* I pay 50¢ a week *less* for my smokes!

"TARGET is a blend of Virginia, Burley and Turkish tobaccos that rolls up into a smooth, professional cigarette when you use the gummed papers that come free with every package. And if you want absolute perfection, buy the Target Junior Roller for a quarter. I did, and it's *some* machine!"

AND GET THIS: The U. S. Government tax on 20 cigarettes amounts to 6¢. On 20 cigarettes you roll from Target Tobacco the tax is just about 1¢. No wonder you get such value for a dime!

SAVE MONEY
ROLL YOUR OWN
SEE WHAT YOU SMOKE

Wrapped in Moistureproof Cellophane

Brown & Williamson Tobacco Corp.
Louisville, Kentucky

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Club of New Jersey, at Caldwell, situated on the border of Curtiss-Essex Airport, which it uses, of the Philadelphia club at Wings Field, and of the Pylon Club, of which we have already told, at Pacto Field. And the organization of another such club, in Westchester County, New York, is very much under discussion.

Looking elsewhere in the United States for such flying-clubs, *The Sportsman Pilot's* review continues:

Even now, on the Pacific side of the continent, one club is under sail and running before a good breeze, and others are being fitted out.

The Seattle Aviation Country Club, which has passed its second birthday, is arranging an affiliation with the national organization. Some forty of its members are qualified pilots, and eight or more of them own their own airplanes.

Then there's Boston with a club in embryo. About eighty sportsmen and sportswomen up there have matriculated for membership. But the curriculum is not yet complete, and it may be summer before the bell rings.

Meanwhile, the members are having a high time in the heavens, spreading the gospel of sport flying.

Such is the status of the clubs as such. Are their members actually going aloft? Is their piloting idle palaver, or is their flying a fact?

Authentic information, facts in figures, show that on an average flying members spent 150 hours each in the air last year, that they made twenty-five cross-countries each, and that their record of accidents was almost a blank. Some members logged as much as 600 hours; few flew less than forty.

Some hopped cross-country a hundred times or more; several cruised to or over South America, Europe, Africa, and the Orient.

Very few were compelled to pay more than a couple of hundred dollars for repairs, and most of that must be catalogd, not to crack-ups, but to occasional overhauls.

MENTION of flying mishaps "brings us more or less directly to Aviation Country Clubs' first cousin—the United States Amateur Air Pilots Association," which has been so successful in obtaining more favorable insurance rates for amateur flyers. However, we are assured:

That is not all the Amateur Association has done. It has proved that non-professional pilots can get up and go places. First witness in prosecuting the case was last summer's seaplane cruise along the Atlantic seaboard. Despite contempt of clouds, the crews of some fourteen water-flying craft followed a more or less casual course along the coast for three days, and had a great time doing it.

Then, a month or so later, a contingent cruised to Cleveland for the National Air Races. This ensemble excursion was by way of a contest for award and honor. It was run off on a handicap formula, which bids strongly to introduce a new idea in aircraft competitions.

Finally, in January of this year, the amateur flyers hopped in a flock to Miami for the All-American Air Meet. This time they faced more malicious mists than on either of the other occasions. But even in the most threatening emergencies, they acquitted themselves as experts.

For Greater Motor Safety

CROSSING signals are now made of different shapes as well as colors, thus making it possible for color-blind persons to distinguish between them.

Further guaranties to safety are furnished by using two light bulbs to each signal, installed in separate compartments so that the failure of a bulb can be detected at once.

With only single bulbs, bulb failure is often taken to be a change of signal, with resulting possibility of accident.

These improvements are explained and illustrated by Charles Adler, Jr., in *Safety Engineering* (New York). We read:

The vast majority of color-blind operators of motor-vehicles who constitute approximately 1 per cent. of the total male population and one-tenth of 1 per cent. of the female population, belong to the group known as "red-green" color-blind.

Unable to distinguish one indication from another, these persons attempt to regulate their driving at signal-controlled intersections solely by the actions of other motorists, a very uncertain and hazardous method.

The failure of these drivers to distinguish and obey signal indications has been the cause of many accidents.

Many fatalities have been caused by the burning out of bulbs that illuminate the red lenses of conventional traffic signals. When a failure of this sort occurs, an extremely hazardous condition is established, especially when the green lenses facing the intersecting highway remain illuminated. The motorist who should be receiving an indication to stop, is given no indication at all, while drivers on the intersecting highway are being informed that the way is clear. At night this condition is especially dangerous.

RECOGNIZING the need for improvement in existing methods of traffic control, the "Color-Design Signal" was invented, we are told. It is "now being installed at many intersections throughout the country." Further:

It gives an arrestive indication instantly understood by color-blind persons, and displays aspects so outstanding as to immediately arrest the attention of the most absent-minded motorist. Each indication of this signal, in addition to having its usual color, is of a separate and distinguishing shape. The "stop" indication presents to the motorist the appearance of a horizontal bar of red light. The "caution" aspect is in the form of a luminous amber diamond, and the "proceed" signal is given as a vertical bar of green.

When the red element is illuminated, a motorist is confronted with the effect of a red barrier in a definite position, and in practical use this effect has proven far more satisfactory and sure than the conventional arrangement of circular red, yellow, and green lenses. The distinctive shape of the red color-design produces upon the senses the acute feeling of a barrier to further travel.

The vertical shape of the green, on the other hand, unconsciously conveys to the motorist a clearing effect by its appearance of merging into the roadway. The "caution" signal, being in the form of a diamond, is also definite and provides a form

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of aspect that is non-directional in character.

With this method of signaling, the effect of sameness is overcome, and at the same time each indication is immediately understood by the senses of even totally color-blind motorists.

The rectangular shapes of the red and green aspects make possible the use of two bulbs for the illumination of each. With this arrangement the possibility of accidents is greatly reduced, for in the event of failure of one bulb, the other will still give readable illumination until the burned-out lamp can be replaced. The bulbs are spaced by a partition which is rendered invisible when both are burning. When one of them burns out, the partition causes the lens to be divided into two compartments—one bright and the other dark, thus giving definite notification that a bulb has failed and should be replaced.

The effect produced by the double-bulb system in combination with the various contours of the color-lenses is not only extremely pleasing to the eye, but is also the means of eliminating the possibility of fantom indications from reflected sunlight.

A Shock for Jules Verne: The Army Tank Learns to Fly

IMAGINE an armored tank that flies. "There ain't no such machine!" you may exclaim, echoing the circusgoer standing in front of the first giraffe he had ever seen.

But there is.

Imagine this flying tank soaring over your city and alighting in the park. As it "comes to a stop within a short distance, the wings fall off as tho by magic," says a writer in the New York *Sun*, and the machine heads for the street, "quickly attaining a speed of seventy miles an hour over the rough ground. On the avenue, the caterpillar tracks are removed from the tank, and it is soon traveling at more than 100 miles an hour on its rubber-tired wheels."

This Jules Verne-like instrument of warfare is not a figment of the imagination, we are assured as we pursue the account:

A machine which, it is claimed, will be able to perform just what has been described is nearing completion in the workshop of the United States Wheel Track Layer Corporation at Linden, New Jersey, after three years of experimentation.

The flying tank is the invention of J. Walter Christie, who has developed a number of traveling gun-mounts and other armored vehicles, including an amphibion one, for the United States Army.

Behind locked doors at the Linden plant, Mr. Christie showed the partially completed machine to a reporter for *The Sun*, and explained its operation and potentialities.

He is a tall, distinguished-looking man, who was a racing-automobile driver twenty-five years ago. His straight hair, parted in the middle, is turning white. His mustache is white, too. His eyes are blue and engagingly frank.

He pointed to the unfinished tank. Two workmen were tinkering with it.

Outwardly, he explained, it closely

First Thing in the Morning . . .

Sit up . . get up . . *drink a* Saline Cocktail!

DON'T lie there feeling sunk! Get those reluctant legs over the side of the bed—march straight into the bathroom for a Saline Cocktail—and in half an hour you'll forget you *had* a headache or an upset stomach!

Toss a teaspoon or two of Sal Hepatica into a big glass of cold water, give it a stir, and drink to a cheerful day.

The orange juice cocktail, the tomato juice cocktail—they're splendid. But there's no cocktail in the land like this Saline Cocktail!

Here's why: Sal Hepatica flushes wastes and poisons from the digestive tract—quickly, gently, effectively. Yet it isn't "just another laxative." Sal Hepatica is a finely blended *saline;* it clears poisons from the *blood stream.* It corrects acidity. It tones up the system. It counteracts constipation, headache, indigestion, colds, and rheumatism. And it clears the skin.

Sal Hepatica is the American equivalent of the salines present in the health springs of the great European spas like Wiesbaden and Aix—where wealthy Continentals go each year to renew their vitality. Sal Hepatica keeps you in good trim, so you can face the world with bright eyes and a clear brain.

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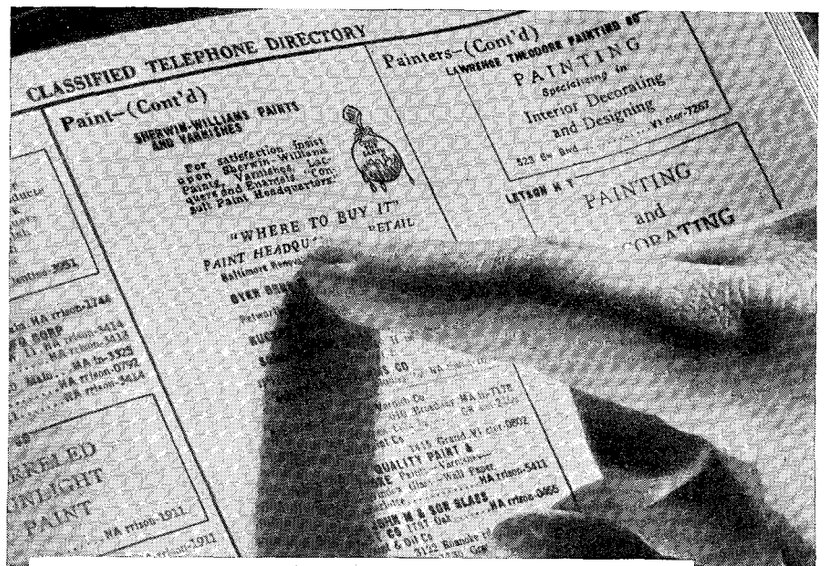

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Look for the trade name of the product or service you want. There you will find the names, addresses and telephone numbers of authorized dealers and agents.

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The Portland *Oregonian* calls it "as valuable as a dictionary or an encyclopedia."

Booth Tarkington, the author, says: "It seems to me the most useful and best contrived book of its kind ever published."

Rear-Admiral Sims says the book is "indispensable to any one who may at any time wish to make use of quotations from various authors and prominent men, and who wishes to insure accuracy in such quotations."

Royal 8vo, 1,374 pages. Cloth, $7.50; buckram, $8.50; three-quarter Morocco, $12.50; full Morocco, $15. (Add 75c for patent thumb index.) Postage, 30c extra.

Funk & Wagnalls Company, Publishers, 354-360 Fourth Ave., New York

resembles the Christie speed tank which he has supplied to the Army.

The machine has eight large pneumatic-tired wheels, and four smaller wheels, two at each end, which are raised from the ground.

A caterpillar track runs around the six wheels on each side of the tank. The small raised wheels are advantageous in negotiating precipitous gradients—a shell-hole, for instance.

A light-weight engine capable of developing from 750 to 1,000 horse-power has been installed. This is designed to drive both the back axle, for land work, and the propeller for flying.

The body of the tank is unusually light, as a result of secret principles of construction. Complete, it will weigh only a little over four tons, he said.

The powerful motor, combined with a special springing system, pneumatic tires, and a patent caterpillar track, will enable the machine to travel at fully seventy miles an hour across country, and well over 100 miles an hour on a good surface, Mr. Christie said.

Ingenious springs permit each pair of wheels to rise over a bump in the ground independently of the body of the tank, which continues to ride evenly on the remaining wheels.

LIGHT weight and speed are the factors enabling so unbirdlike a machine as a tank to fly, we read:

"It is an established fact that a single pair of wings can support this tank in the air," Mr. Christie pointed out. "An aviator would tell you in two minutes the exact wing-spread required. So far, so good.

"The obvious difficulty that presents itself is in the take-off," he went on. "Flying men pointed out to me that many Army planes require three-quarters of a mile of prepared ground to take off, and told me frankly I would need a greater distance than that. Some doubted whether the tank would ever leave the ground.

"But I had an answer for them. My machine will attain flying speed while it is still on the ground. Within a hundred yards the tank will be traveling fast enough to rise the moment the power is transferred from the wheels to the propeller. I don't care what the surface of the ground is like—mud if you wish. The caterpillars will function just as well. The Christie speed tank has already proved that.

"Landing is simple, too, and can be effected in a restricted space. The instrument-board will show the pilot his air speed, and when he turns chauffeur he will know his land speed, both on the caterpillar tracks and on the wheels—whichever he happens to be using. All he has to do is to start the wheels of the caterpillars in motion and adjust them to the air speed, merely watching the speedometers. As soon as the tank touches the ground, he can begin braking it like an automobile.

"The pressure of a single lever will release the wings from the tank."

Mr. Christie said that altho his first flying tank is being designed to carry a pair of detachable wings, he is inclined to believe that a more practical method would be to have a detachable airplane with its own pilot, which could leave the tank the moment it landed, and pick up other tanks. The plane need never touch the ground, he said, if the tank is landed at flying speed.

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"Doughnut" Tires

ALREADY two manufacturers have announced "doughnut" tires as optional equipment. Hardly relevant, but of interest, is the fact that they are arguing which was the first to make the announcement.

From now on it is safe to assume, says William Ullman, in his feature service (Washington), that the average person interested in automobiles is going to be concerned with this new large size, low-pressure tire equipment.

Primarily his chief concern will be when the tire is going to become standard equipment on passenger-vehicles. With him the question is not "if" it will be so adopted, but "when." We read further:

Many of those in a position to know sustain the intuitive judgment of the layman that such tires will become standard on passenger-cars, at least in the case of the popular and medium-priced vehicles, where design obstacles to their adoption are fewer and their riding qualities are most desirable.

These individuals, however, do not hold out much hope for this tire this year; possibly not even next. As optional equipment, for those willing to pay extra, it will be available not only on the original two cars but on several others at an early date. As standard, however, that is another story.

It is one which revolves about the fact that it is extremely expensive to make changes in motor-cars. For instance, to adopt the "doughnut" tire even such an item as where to carry the spare is a problem. The tires are of such dimensions that they can not be placed in fender wells cut out to fit standard-size balloons. Nor does the tire carrier at the rear of the car lend itself to use for this purpose.

SEVERAL changes will be required in the manufacturing equipment of the car maker just to provide a means of carrying the new type of equipment, we are told as we read on:

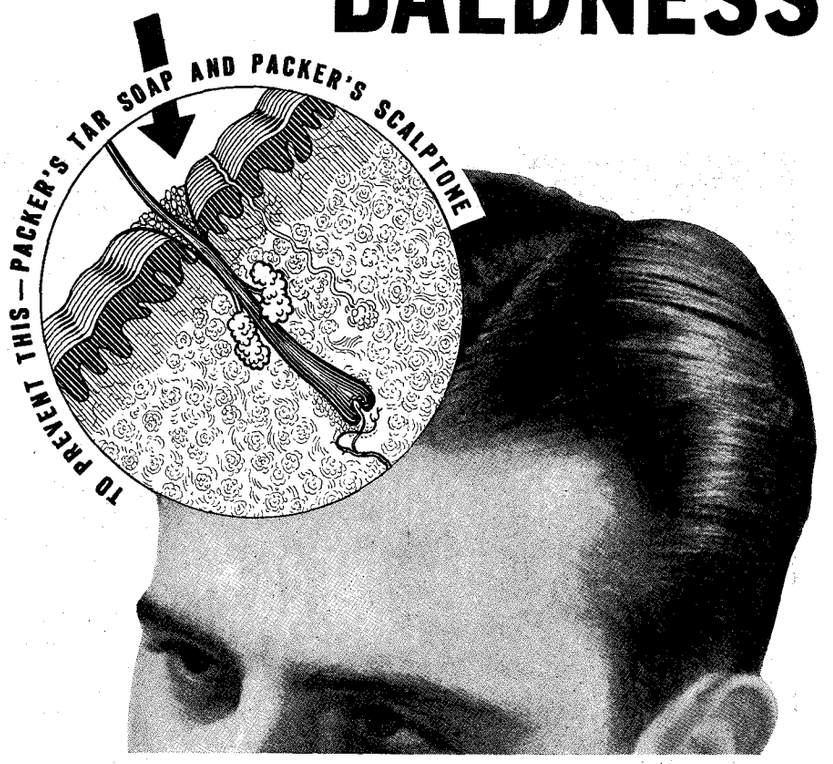
Other and more elaborate changes will be necessitated, of course, to revise the steering and brake mechanisms to fit. New parts simply require new tools which cost a great deal of money.

Even the tire manufacturers may be a bit slow in getting around to manufacturing this type of equipment on the grand scale that is necessary before the "doughnut" can become the universally used tire. They have millions of dollars invested in the molds and other facilities employed in the production of standard sizes.

A strong demand only will make it economic to change over, and that demand will have an opportunity to express itself through the offering of these tires as optional features at additional cost. When the demand is adequate, there is no question but that the revision of equipment, however expensive it may be, will be made.

The "doughnut" super-balloon, dirigible, air-wheel—to give the new tire several of its commoner names—has been the subject of considerable experimentation for a long time. Its merits have been studied by both tire manufacturers and car makers. It has met every test to which it has been subjected, and the claims for its comfort qualities are regarded as well substantiated.

"SCALP CRUST" may bring you BALDNESS



Don't let Scalp Crust rob you of your hair!

Scalp Crust is a thin film of skin scales, oil and dust deep in the pores of the scalp, where you can't see it. Lack of proper scalp care may bring it on. Even a healthy person with high standards of cleanliness may be afflicted.

Scalp Crust clogs your scalp and makes it an easy prey for dandruff germs. Scalp crust often leads to falling hair and baldness.

2 SIMPLE STEPS TO PREVENT SCALP CRUST

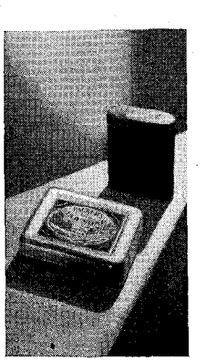
1. Shampoo at least once a week with Packer's Tar Soap. For more than 60 years doctors have recommended Packer's in the care of the hair and scalp. Packer's Tar Soap contains genuine *pine* tar—and pine tar stimulates the scalp and helps keep it free from dandruff.

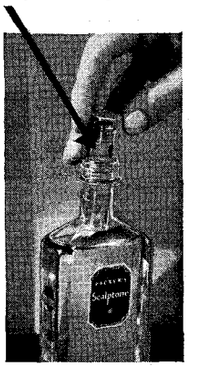
2. Massage daily with Packer's Scalptone. This new tonic contains ingredients that are antiseptic, cleansing, stimulating. Scalptone helps to dissolve Scalp Crust.

And Scalptone is the only tonic-dressing you can adapt to your scalp's needs. Make it oily, if your hair is dry; or astringent, if your hair is oily—directions with each bottle tell you **how.**

10¢ brings generous sample cake of Packer's Tar Soap. Address PACKER, Dept. 4-E, 101 West 31st Street, New York.

Because of this separate oil tube you make Scalptone more or less oily, as your hair requires.





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Cross-Country Gossiping of the Flying Postmen

A TEN-GALLON hat bought by a Western radio announcer in Cheyenne, in the morning, was presented to an Eastern friend that night in Newark; and the donor heard the recipient thanking him from the other side of the continent.

Air mail and radio made the feat possible—three planes, three pilots, and three announcers cooperating to perform the miracle, of which the hat was only a part.

Over eastern Pennsylvania flew one ship, with one pilot and one announcer, we read in the Kansas City *Times*. "Over Illinois flew another, and over California was the third. Three thousand miles intervened between the Eastern and the Western flyers.

"But the radio connected them. They talked to each other and to their control station at Newark, New Jersey, and bantered each other."

It staggered the imagination, *The Times* assures us as it continues:

It sounded like the dramatization of some fantastic fiction story. It was broadcast over WDAF, *The Star's* radio station, through the National Broadcasting Company's network.

It was a demonstration of night air-mail flying.

Ted Westlake, the dispatcher at the Newark Airport for United Airlines, whose ships and pilots were used, opened the demonstration.

"Newark calling Bill Williams, New York division.

"Go ahead, Bill Williams."

"Williams, 112, five miles east of Easton; 5,000 feet; visibility twenty miles; ceiling 7,000 feet. Everything O. K."

Back of the voice was the faint hum of airplane motors. They were shut out by the cuplike transmitter held over the pilot's mouth as he spoke. Then Westlake translated for the radio audience on the ground.

Williams was flying United Airlines ship No. 112. He was five miles east of Easton, Pennsylvania, at 5,000 feet altitude, could see clearly for twenty miles in all directions, and the flying ceiling was 7,000 feet.

Next, Westlake called Jack Knight, Chicago division, and Knight replied:

"Ship 793; Jack Knight; two miles south of Franklin Park; hazy, overcast, broken; 2,000 feet.

"Everything O. K."

Which meant that Knight was getting into bad weather as he approached Chicago, flying at 2,000 feet altitude.

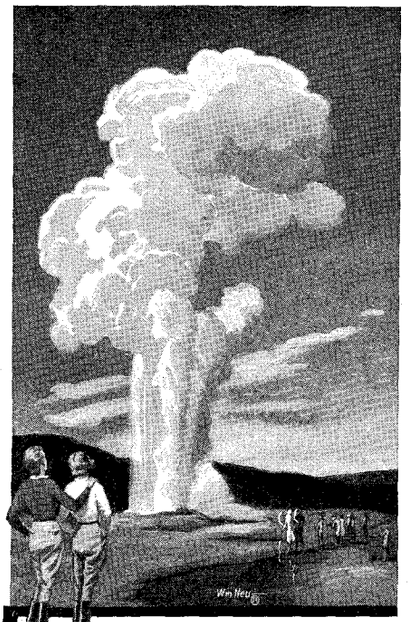
Then, with a burr imparted by the distance it traveled, came the voice of Ray Little, pilot of the California ship.

"Little; 4,000 feet over Folsom Prison; clear. Everything O. K."

He was on the way to Oakland from Omaha.

James Wallington, N. B. C. radio announcer stationed for the broadcast at Newark, invited George Hicks, another N. B. C. announcer aboard Williams's ship over Pennsylvania, to describe the flight.

"We heard every word you spoke, and the other pilots, too," Hicks said. "The flying is fine here.



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"We are 5,000 feet up, and the roar of the motors is filling our ears.

"As I look out of my window I can see the line of beacon lights stretching away ahead of us. Every fifth light is flashing us a message that it is near an emergency landing-field.

"Just now we are over the headwaters of the old Susquehanna River, and away in the distance we see a constant blaze of lights.

"They are unbroken. It is the cities and towns of the region.

"Perhaps I can best describe it by saying we seem to be flying over a black sky filled with soft stars."

Next spoke Charles Lyon, radio announcer with Knight in the Chicago ship. He said the sky was closing down, but they were boring ahead behind three great propellers and three huge steel monsters that breathed blue flames from their exhausts. Chicago lay on the horizon ahead, a soft glare of light against the cloud banks.

THEN from California came the voice of Jennings Pierce, announcer on Little's plane, the account continues, boasting about California weather.

"We've flown to-day the trail of the pony express, the covered wagon, and the mail-coach," Pierce said. "We have done in twelve hours what the covered wagon did in eleven months. After we left Nebraska we began to climb, and somewhere in Wyoming we saw the high-flung horizon of the Rocky Mountains, ragged and torn. We, too, are guided by the great revolving beacons. They are set ten miles apart, and from my window now I count eight of them."

Williams, flying over Pennsylvania, broke in to warn Newark he was about to land.

He was told the runways were clear and that the wind was fifteen miles an hour from the northeast.

"Happy landings, Bill," shouted Pierce from California.

In a few minutes, George Hicks, the announcer with Williams, climbed from the ship in Newark and approached Wallington at the microphone.

He presented Wallington a package. Wallington opened it.

"It's a ten-gallon hat," he exclaimed, "from Jennings Pierce!"

"That's right," came Pierce's voice from California's clear air. "I got that hat to-day in Cheyenne, and put it on the east-bound ship. I hope it fits."

"Hey, what kind of a stepchild am I?" demanded Charles Lyon on the Chicago ship.

"Why don't I get a ten-gallon hat?"

Lyon and his pilot, Jack Knight, were settling over the Chicago Airport as he said it.

From California Pierce announced that he and Ray Little would land at Oakland in thirty minutes. It was 9 o'clock there, 11 o'clock in Chicago, and midnight in Newark.

The broadcast was arranged by the United Airlines and the Post-office Department, in conjunction with the National Broadcasting Company, to show how the night air-mail is flown.

Reckless Imitator.—

Lies buried here one William Bold,
Departed from this life,
Because he went out in the cold
Attired like his wife.

—*Boston Transcript.*

How is the road to ST. TROPEZ?

Is it good for motoring? . . . What's the best hotel there, and what are the rates? . . . Where can I get gas along the way? . . .

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Speeding the High-Speed Highway

MOTORISTS clamoring for high-speed highways will find a lesson in the horse-drawn buggy as it attempts to traverse the modestly banked curve of a modern highway.

The elevation is slight, indeed, but the buggy keeps slipping.

It can not hold the curve. It lacks the necessary speed.

On the high-speed road which he demands so emphatically, the motorist's plight may be like that of the buggy. Whether he wants to or not, he will have to drive fast. He will have no option. Another machine of man's creation will take charge of its creator.

William Ullman discusses this in a special magazine article prepared for the Ullman Feature Service (Washington), saying:

The "why" of motordom's inability to get as much speed and safety as it desires to-day gives the highway designer his job for to-morrow. Take, for example, the car owner who can not travel at fifty miles an hour on a stretch where he would like to do so, but where he senses that it is inadvisable.

Why can not he travel at the desired speed? The answer is: Because of a combination of human instincts and physical laws. At such a speed no more than 31.6 cars to the mile should be trying to travel in one direction in one traffic lane. With brakes in good condition it takes 167 feet to stop a car from fifty miles an hour. This determines the number of cars that can use one traffic lane, ten feet in width, at one time.

The capacity of a road is vitally affected by speed. The lower the speed, the more cars a single lane can accommodate safely. At twenty miles an hour, traffic is theoretically safe with 128.8 cars spaced in a traffic lane one mile long. At such a speed the hourly capacity of that lane is 2,576 vehicles.

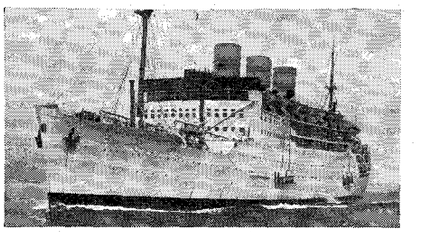
Suppose motorists using the lane, however, wanted to do seventy miles an hour? In such a case, the one-mile strip would accommodate only seventeen cars instead of 128.8. Hourly capacity would drop from 2,576 to 1,190.

THE engineer, we read, has just about decided "what is needed in the way of sight distance on a road that will permit the driver to make a mile-a-minute speed. One thousand feet is the measurement selected as safe for sixty miles an hour. It will be much more for a faster highway." Continuing:

With all these data on hills, curves, widths, and sight distances, highway engineers run into practical limitations that the layman overlooks.

For one thing, they discover that nature did not design her face to make it easily crisscrossed with slabs of concrete, macadam, or brick. She has raised all sorts of obstacles, taking the form of mountains, hills, chasms, rivers, lakes, and the like. There are two ways of getting around such an obstruction. One is to remove it altogether. The other is to dodge it. Both cost money, but dodging costs less money than removal. The motoring public can have either, depending upon which it will pay

I N D I A



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for. Dodging is a process in which the road designer has acquired considerable skill.

Some of the most imposing obstacle-skirting deals with man-made obstacles like cities and towns. It has been decided that traffic which wants to stop and that which wants to keep going shall be separated.

When the United States Highway System was being laid out, several years ago, every city and town was enthusiastic to get a Federal route right through the business district. Every municipality saw the prospect of better business growing out of tourist patronage.

It did not work out that way. Traffic was slowed to the point of exasperation. A large part of it refused to stop and buy goods or services. The other part—that which wanted to stop—found it could not. There was no place to park. Main-road property began to decline in value.

So, by popular demand, town-dodging or the building of spur-roads became a significant feature of the formula. The scientific calculation that has gone into the formula is demonstrated in other respects. Take the matter of overheads and underpasses, those two engineering devices that keep traffic from crossing on the same plane.

The minuteness with which the details have been figured out! For instance, with an overhead or an underpass, the highway leading to it must have a grade, but not be more than 5 per cent. Furthermore, it should be wide enough and free from curves to give a clear vision of 1,000 feet.

Hills are not going to be ruled out altogether. The right kind will not interfere. The fact has been confirmed by present-day highways, even tho they are not altogether satisfactory. The modern passenger-car is not adversely affected by a grade as steep as 7 per cent. The object is to avoid hills of such steepness that they force traffic to slow down and shift gears. Those that permit a high uniform speed will remain in good standing. Hills do not necessarily require more gasoline. On the contrary, if the country is generally rolling, the up-grades and down-grades average out in gasoline economy.

ALL these measurements have gone into the making of the formula by which the highway engineer will produce the fast, safe roads for which the world is clamoring. As a result of it, we shall see this, Mr. Ullman prophesies:

Two one-way roads, of six lanes each, separated by a wide area of beautifully developed parking, and crossed only at rare intervals by another road at grade.

Each lane on these separate highways built on one right of way several hundred feet wide will have its specific type of traffic. Slow and heavy traffic will be confined to the first two lanes to the right. The surface of these two lanes will be thicker to accommodate the greater load.

The third and fourth lanes will be reserved for the relatively slower passenger vehicles, and the last two to the left for those motorists whose sole purpose is to get to their destination at the highest possible speed.

Another thought on the subject is that motorists may travel on a wide elevated road built above the present-day railroad track. Looking about for the best possible rights of way, many road engineers have decided that the railways having first choice showed remarkably fine and discerning taste in choosing. Double-decking, some think, may make this right of way doubly usable.

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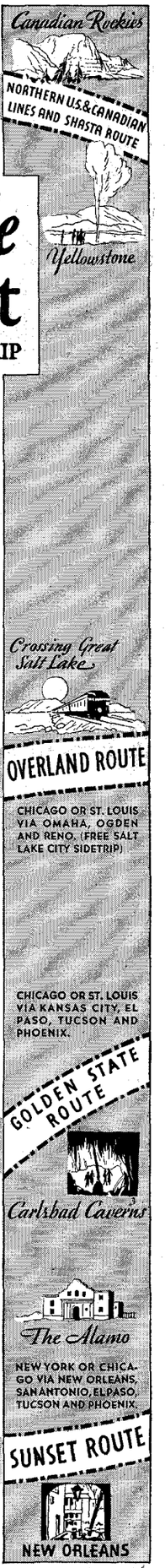
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New War Birds—Just Hatched

AN opening like a shark's mouth appeared in the silvery underbody of the *Akron*, the Navy's giant dirigible.

A trapeze bar, bearing a tiny plane, was lowered, we read in a dispatch from Lakehurst, New Jersey, the *Akron's* home port, to the New York *Times*.

The pilot tript the releasing hook, freeing the plane from the bar, and was off. When he returned, says *The Times:*

The plane's 420-horse-power Whirlwind motor was throttled down until the speed was synchronized with that of the airship, the grappling hook mounted above the wing was threaded skilfully on the bar, and the plane was drawn again into the body of the airship.

Again and again the maneuver was repeated and the entire test was run off without a hitch, the *Akron* reported.

Fast little fighting planes like this one are carried inside the dirigible in a small hangar compartment, which has room for one plane in the middle and one in each corner, says *The Times.*

The tiny plane, nicknamed the "spider," is only one of several new craft recently developed for the Army and Navy. According to Hugh Sexton, who describes some of them in *The Graphic Weekly* of the Chicago *Sunday Tribune*, the number includes a diminutive pursuit plane that climbs 10,000 feet, turns, and dives back to earth, all in six minutes, and a bomber that carries a crew of five, 2,200 pounds of bombs, and four machine-guns at 180 miles an hour.

As modern as these planes seem, they may be old-fashioned almost before they can be used. For, Mr. Sexton warns us as he continues:

Development of the new-type planes has been so rapid and is still continuing at such a rate that the fighting planes become obsolete rapidly, sometimes in the brief space of one year.

Each type plane is designed for a specific mission in aerial combat. The new diminutive Boeing pursuit plane, with a metal body and fabric-covered wood wings, is built to fight at the ceiling, that altitude high above the clouds where oxygen tanks must be used by the pilots. Not only must the plane demonstrate maneuvering ability and top speed at that height, but it must be able to reach the ceiling in the shortest possible time in order to intercept enemy aircraft.

The new Curtiss Hawk pursuit plane, however, will do its fighting below 6,000 feet. It is primarily designed to repel enemy attack planes that fly at low altitudes, machine-gunning and bombing ground troops. It also is a single-seater, carrying two machine-guns, and is powered by a liquid-cooled Conqueror motor of 700 horse-power.

The new Curtiss attack plane is one of the most formidable weapons of war ever built. Traveling at a speed of 200 miles an hour, close to the ground, this low-wing monoplane will be capable of firing six machine-guns at once at troops or at other ground objectives.

A bomb is carried between the wheels of the landing-gear. A squadron of eighteen such attack planes can mass fire power equivalent to that of the artillery and machine-gun fire of a full Army division of 30,000 men.

The new Boeing bomber, of the flying-wing type, is not only the fastest bomber ever built in the United States but is the fastest in the world. Carrying a crew of five men, including the pilot, a radio-operator, and three gunners, the bomber travels at more than 180 miles an hour, with bombs weighing 2,200 pounds and four machine-guns.

While the Army air corps has been adding to its new equipment, "the Navy has developed new types along similar lines, but more specifically adapted to its needs," we learn further from *The Graphic Weekly:*

The new Boeing pursuit plane used by the Navy is similar to the Army's Boeing in many respects, but also has flotation gear to keep the plane afloat if it is forced to land in the water, and arresting gear to facilitate landings on the decks of aircraft carriers.

The Navy also has developed a new type of flying-boat, the Keystone, for use in patrolling the coast-line, for observation and bombing missions. The boats carry radio, machine-guns, and bombs. They are of all-metal construction and are powered by two Cyclone motors of 575 horse-power each.

The Flying Fire-Wagon

"NICK" MAMER in his plane had to hop over mountains 14,000 feet high. Smoke from the raging Northwestern forest fires made visibility low, in some cases less than one-quarter of a mile. Tempestuous air-currents, continues an anonymous article in *The National Aeronautic Magazine*, "boiled up from the fires beneath." But Nick, who is operations manager of a Spokane air transport company, "pushed through." The flight to Chamberlain Basin Field in Idaho, carrying supplies needed to fight a forest fire, required "only two hours. At least four or five days would have been necessary to transport the supplies to the Basin by highway and pack-mule."

As soon as the supplies could be unloaded, the writer continues in a review of the use of airplanes in fighting forest fires, "Mamer took off again and returned to Spokane for the second load.

"Soon afterward a call came for the transport of fire-fighters to the Chamberlain Basin Field. These were quickly moved. As the fight against the flames progressed, other loads of supplies and other crews of men were rushed to the field by plane. By the end of the fire-fighting season, a total of 400 men and 60,000 pounds of supplies had been transported by plane to Chamberlain Basin." Nor was this all, as we are told:

In addition to these, more than 100 men were moved by plane to Moose Creek Field. Other uses, too, were found for the plane in combating the fires. On one occasion an emergency order was received for several thousand pounds of fire-fighting

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equipment which was urgently needed for use against a serious fire in the St. Joseph National Forest. Mamer was ordered to drop the supplies from the air to a clear space high on a ridge near the fire.

The supplies were packed compactly in well-padded bundles, and loaded. The door was removed from the tri-motor, and the trip to the spot made quickly. Then as the plane cruised low over the clearing, which had been marked by a white canvas spread on the ground, the bundles were tossed overboard. The entire cargo was delivered in good shape. All the packages landed within 100 feet of the marker.

Another instance of the adaptability of the plane used to this type of transport came when the Forest Service ordered 15,000 pounds of supplies at McCall, Idaho, delivered as soon as possible at Chamberlain Basin Field.

The entire amount was delivered that day, altho McCall is sixty-five miles by air from the Chamberlain Basin Field. The field at McCall is 5,000 feet above sea-level, and the average height of the intervening mountains 10,000 feet. It was necessary to climb 13,000 to 14,000 feet on each trip to rise above the high, rugged mountains.

THE usefulness of planes in fighting forest fires has been so well demonstrated, the people of the Northwest feel, that landing-fields have been constructed through the forest preserve. Those at Chamberlain Basin and Moose Creek are among these. On many of the trips which were made to the various landing-fields, "the plane was harassed by high, turbulent winds. Visibility often was low." Nevertheless, we are told:

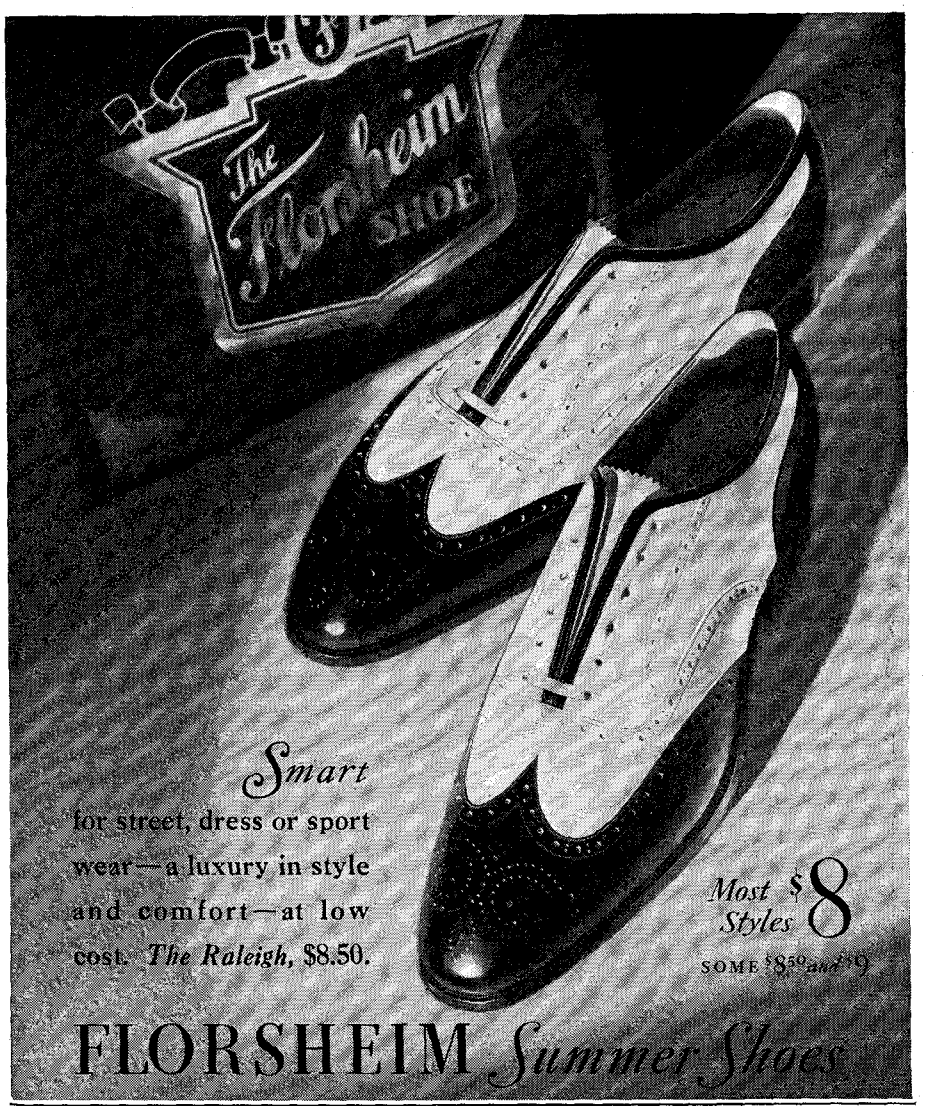
In spite of these adverse conditions and the difficulties of landing in the isolated fields, every cargo of men and supplies was delivered safely.

One marked advantage of transporting fire-fighters by plane to fires in remote sections of the forest preserve, aside from the time element, was the fact that the men could be landed within an hour or two close to the fires and fresh and eager for the fight, whereas men who had spent several days trudging over rough mountain trails arrived at the fire line worn out, and in anything but proper condition to undertake the grueling labors of fire-fighting.

The planes were also called upon to take out sick and injured men. In each case they were transported quickly to hospitals, in marked contrast to the painful and tedious process of carrying them out on horseback.

"In summing up the costs of the plane operations during the past fire-fighting season," Mr. Mamer reported recently, "the Forest Service presented figures to show that the cost of transporting men, merchandise and supplies into Chamberlain Basin and Moose Creek fields was less than would have been the case had the men and their equipment and supplies been moved to the fires by rail, road, and trail. This did not take into account the great saving in time which was accomplished by the use of the plane, altho the time element was the most important factor in all the operations.

"As a result, the past year's efforts have convinced the Forest Service officials that the transport airplane is an indispensable part of the fire-fighting equipment, and plans are under way for its more extensive use in the future."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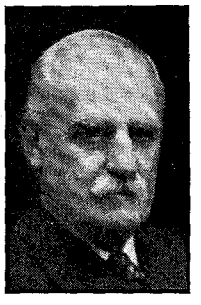

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AND those round figures would easily stretch to include this year's poll, for in general dimensions it is practically a twin of its predecessor.

We find that in 1930 some of the most

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INVESTMENTS AND FINANCE

Passing Laws Against Low Prices

A MERE TRIFLE OF $9,000,000,000 might be put into circulation, it is suggested, if the law just passed by the House of Representatives goes through and is carried out to the full.

This Goldsborough bill, which tells the Federal Reserve Board to lift prices up to their level of five or six years ago, has been hammered hard by critics in Wall Street, in Administration circles, in the Federal Reserve Board, and in the editorial columns of the newspapers.

It has been called "the biggest fool bill" ever brought out by a committee. It has been mildly damned as a mere "pious hope."

We have been told again and again that the Federal Reserve Board are doing all they can in the direction of price stabilization through their new policy of open-market purchases of government securities. That's all very well, thinks Chairman Steagall of the House Banking Committee, but all that his committee and 289 Congressmen who voted for the bill (to only sixty votes on the other side) are trying to say by means of this legislation is—

> Keep this up until the deflation is stopt and some sensible level of commodity prices is attained. Then modify the policy, if you see fit. But at present do all in your power to bring the country out of this depression, start industry going, and put an end to the terrible conditions of suffering.

Whether the bill passes the Senate or not, its effect, according to Elliott Thurston of the Philadelphia *Record*, "undoubtedly will be to confirm the Reserve System in its attempt to devaluate the dollar and inflate the currency."

The bill is short and to the point, simply adding to the Federal Reserve Act a new section declaring it "to be the policy of the United States that the average purchasing power of the dollar as ascertained by the Department of Labor in the wholesale commodity markets for the period covering the years 1921 to 1929, inclusive, shall be restored and maintained by the control of the volume of credit and currency." The Federal Reserve Board and the Treasury are "charged with the duty of making effective this policy."

[illegible] the bill to the House the Banking Committee

Thus, remarks a writer in the financial pages of the New York *Herald Tribune*, "it is being demonstrated anew that American finance is not an isolated mechanism, but is a part of an international scheme."

IN the same newspaper Mark Sullivan notes that "there is a real risk that Europe may interpret the action of the House as a step away from the gold basis." Actually, he says, "it is not that, and there is no faintest probability of the American Government taking such a step." But except for the effect on Europe, this writer can not see that the bill will have any deleterious result. The Reserve Board is already doing what the House requests, and any attempt to take advantage of the mandate to take extreme steps toward currency inflation would never under any circumstances be taken by the present members of the board. As Mr. Sullivan explains:

> The board believes in and now is engaged in a planned process of inflating credit, which is a different thing from inflating currency or departing from the gold basis.
>
> This inflation of credit is designed to have, and almost infalliby will have, the effect of causing prices of commodities to rise. It should be added that the Reserve System can not actually increase the quantity of credit or raise prices.
>
> What the System can do is limited to providing the materials for increase in the quantity of credit. The actual increase can take place only through banks lending to customers the credit with which the Reserve System provides them.

Even if the Senate accepts the bill, press correspondents feel that the President will veto it. According to *The Wall Street Journal's* correspondent:

> The principal Administration objection to the bill is that it assigns a task which is impossible to carry out.
>
> Undoubtedly credit control is a factor governing prices. However, it is not the only factor.
>
> Thus, in case of overproduction in, say, wheat or cotton, world conditions would successfully defy any one country to maintain the price through credit expansion.
>
> Even if the prices could be so stabilized, it would probably be undesirable to do so. Freezing of the price-level does not make for progress.
>
> The consumer's interest is for lower prices, and to meet this demand producers constantly seek better and more economical methods of production. With a frozen price scale, the consumer

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How to Win in Wall Street

IF the Senate stock-market investigation accomplishes nothing else, it will have done good service, remarks the New York *Herald Tribune's* Wall Street commentator, by getting into print the rules for speculation voiced during the course of the hearings by Mr. Matthew C. Brush.

His seven rules, we are told, "are good guides, for any one who wishes to buy and sell securities, and it is obvious that following them courageously has not done Mr. Brush any harm." The Wall Street reaction, it is remarked, was shown by the way *The Wall Street Journal* carried a front-page box summing up Mr. Brush's success formula as follows:

Seven keys to success in the stock market proved by Matthew C. Brush not only on the way up until the fall of 1929, but also on the subsequent decline, were enumerated by him before the Senate Banking and Currency Committee investigating stock trading. His rules are:

1. Don't buy on a scale up or down. If a stock is a buy at 99, it is a buy at par, or it is not a buy at all.
2. Don't attempt to sell on a scale up.
3. "I never buy a stock that I don't know all about, the officers, business, statistical position, and everything."
4. Don't buy or sell for small profits.
5. "I am not a trader from day to day or during the day."
6. Don't try to buy at the bottom.
7. Don't buy on tips or tape movements.

How Lower Manufacturing Costs Help

IT was remarked by Henry Ford a while ago that the great reductions in prices of raw materials were helping automobile manufacturers to furnish new standards of value for the industry.

To show how these prices have been going down, the New York *Journal of Commerce* prints this table showing the percentage decline of present prices as compared with average levels for the period 1927-29:

Rubber	88	Wool	51
Hides	71	Petroleum	44
Silk	70	Linseed oil	40
Cotton	65	Coal	31
Copper	61	Cement	25
Tin	59	Pine lumber	24
Zinc	56	Steel	20
Lead	55		

The declines, as the figures indicate, "have been particularly drastic in the case of rubber, hides, and textile materials, and the large reduction in costs of finished products made from these raw materials has undoubtedly furnished some stimulation to the tire, shoe, and clothing industries during the past year." And in the same way, thinks *The Journal of Commerce*, the sharp drops in prices of metals, rubber, cotton, and paint materials should help the automobile manufacturers considerably. However, we read on—

Cost reduction is not entirely confined to raw materials; there have also been almost universal cuts in salaries and wages.

Automobile companies have been reluctantly obliged to follow other manufacturers in economies of this nature, altho realizing that it is to their interest to maintain real wages and the standard of living to the best of their ability. General Motors, Ford, and other large companies have announced general wage reductions, have drastically curtailed certain parts of their overhead organization such as export departments, and have consolidated sales forces wherever feasible.

The combined effect of reduced costs of materials, labor, and management should be a potent factor in bringing automobiles and many other manufactured articles within the reduced purchasing power of the public, and gradually starting a recovery in general business activity.

Osage Oil Wealth Fading

"THE richest people in the world" now are facing a most uncertain future.

These are the Osage Indians in Oklahoma, whose oil lands brought them such sudden wealth a few years ago, as graphically depicted in the novel and motion-picture "Cimarron." These Indians became accustomed to lives of glorious ease.

But now, as Robert Talley points out in a NEA Service article appearing in the New York *World-Telegram*, their income from oil is rapidly disappearing, and that was practically all they had. "Very few of them have saved any money, as money that came easy went the same way."

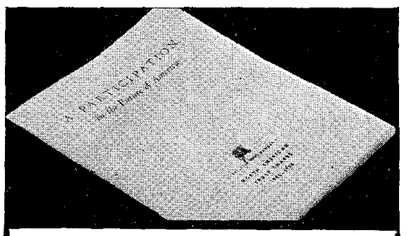
A few years ago the income from the oil lands owned by the tribe netted about $13,000 a year for each member holding one of the 2,229 "headrights" that were allotted when the tribal rolls were closed. Now these payments have dropt down to about $800 a year. This is partly because of the decline in the price of oil, but more largely because the wells in the Osage country are playing out and no new oil pools are now in sight. The figures tell the story of the drop since the peak of 1925. The NEA writer takes the records of the tribe's income from oil and gas from the Indian Agency at Pawhuska, Oklahoma:

Fiscal Year	*Tribal Income*
1925	$79,584,739
1926	21,338,385
1927	17,315,910
1928	12,862,335
1929	9,180,664
1930	5,704,160
1931	1,716,330

No longer are oil men bidding feverishly for leases on Osage lands—

In 1923, nearly half of the tribe's total income of $27,000,000 was in the form of bonuses paid for such leases. On March 22, 1932, an Osage lease sale returned the smallest amount in history, $27,900.

By a queer twist of fate, the 600 "restricted" members of the tribe who were allowed to collect only $1,000 a year, while their "unrestricted" brothers were rolling in wealth, now are drawing more than the latter. The one-time "millionaires" are down to about $800 a year, but the Government is drawing on the reserve that the "restricted" Indians (government wards) built up in the flush years to maintain annual payments of $1,000 a year allotted by the Government.



34
Common Stocks and a Plan

DURING periods of depression the average investor has opportunities which come only three or four times in his lifetime. A wise use of these opportunities may mean fulfillment of his dreams of financial independence.

● We should like to send to every investor—large or small—a copy of a booklet which tells what the investor has reason to expect from a conservative faith in the Law of Averages.

● This is the story of an investment in a broadly diversified selection of outstanding common stocks. It tells how an interest may be obtained in common stocks of not one or a few but of 34 great companies, the market value of whose outstanding common shares is approximately half the market value of the more than 800 common stocks listed on the New York Stock Exchange.

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● This plan should be of special interest to investors who seek reclamation of losses. NORTH AMERICAN TRUST SHARES, 1955 and 1956, provide an interest in 34 great American corporations. These companies have more than 1500 subsidiaries and do business in virtually all parts of the world.

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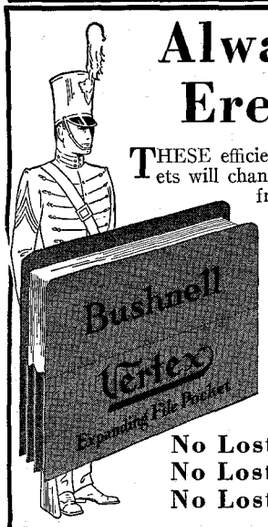

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The New Demand for "Tax-Exempts"

A STRONG demand for tax-exempt municipal bonds has been helping to bolster the bond market of late.

And no wonder, say Wall Street writers, with the new prospect of sky-high income taxes.

"Faced with maximum payments at the rate of 72 per cent. on their incomes, possessors of large fortunes are already seeking to escape such extreme tax burdens through purchases of tax-exempt securities," reports the New York *Journal of Commerce*, which proceeds to call attention to several reasons why it is a bad thing to make these tax-exempts so tempting:

In the first place, artificially high prices and low yields are established for municipal obligations, putting a premium on municipal extravagance and economically unjustified public works.

The bane of excessive municipal borrowing resulted in impaired credit for many political subdivisions during the past year, but restoration of higher income taxes and wartime surtaxes are just the things calculated to give a new lease of life to unsound State and city financing, delaying the day of reckoning, but making the problem as it will arise at that time all the more serious.

By the same token, the grant of such a strong differential advantage to the flotation of tax-exempt bonds puts a burden on other enterprises seeking funds in the capital market.

To the extent that funds which would have gone into corporate securities are diverted into municipal obligations to gain tax-exemption, industry must offer higher yields to obtain needed capital.

The long-desired revival of the capital market for necessary corporate financing, which the open-market policy of the Federal Reserve banks has been facilitating latterly, would thus be further delayed by the restoration of exceedingly high taxes on the higher income brackets.

Stimulation of additional issues of tax-exempt bonds is objectionable further because it tends to curtail the very fountain and source of taxation—individual income.

By fostering State enterprise and discouraging private business, the high surtaxes will reduce the scope and profits of individual enterprise, with a consequent shrinkage of the base upon which all income taxes must be levied.

IF we really are going back to wartime income-tax rates, Congress might well give a thought to the abolition of tax-exemption, concludes *The Journal of Commerce:*

Owing to the fact that tax exemption for State and municipal bonds springs from a Constitutional provision, it would be necessary to follow the usual complex and difficult procedure of Constitutional amendment in order to eliminate it.

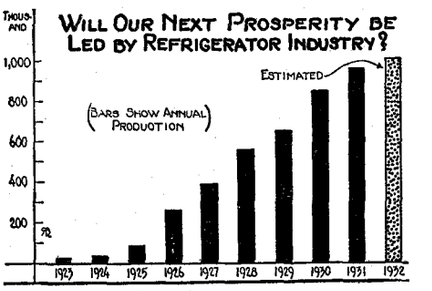
Furthermore, it would doubtless run counter to most conceptions of fair play to make such a provision retroactive, so that only State and municipal bonds issued after the date on which the amendment becomes effective would lose part or all of their present exemption status.

However, a return to a system of high income taxes should be accompanied by some control over at least future production of tax-exempt securities, if for no other reason than at least to discourage governmental extravagance and avoid placing an excessive burden of high financing cost on private business.

Can We Freeze Out the Depression?

EVERYBODY is looking around for a pioneer industry to lead us out from the wilderness of depression into another promised land of business revival.

And as they look, an increasing number of these observers, so the Cambridge As-



Cambridge Associates, Boston

sociates of Boston tell us, are being attracted by the possibilities of the automatic refrigerator, be it electric, gas, or oil, as the case may be.

Of course, an industry to do this job would have to be big enough to be a real factor, and it would have to have a remarkably bright outlook for the future. But the record of the refrigerator industry as portrayed in the diagram here reproduced, "shows a rate of increase that seems to disregard even depression."

We are reminded that the automobile, radio, and building industry each played a leading part in our recovery from the bad times of 1921.

And then in depressions back in the last century, "the continuous opening of new frontiers and the consequent stimulus to the railroad and other industries were important." As we are further reminded:

The apparent qualities needed for an industry to end a depression are several. It must be sufficiently new to attract workers from other trades, creating new employment to take up the surplus created by the machine. It must be large. And it must have a tremendous potential market.

AND this is why some people think the refrigerator industry qualifies, so the Cambridge Associates report:

The refrigerator is about at the same stage of development as the automobile prior to 1921. It does create new employment. And if the number of people owning automobiles may be taken as the future market for automatic refrigerators, there is an enormous market ahead of this business. There are now 3,965,000 electric refrigerators in use, valued at over a billion dollars. But there are about 24,000,000 automobiles in use.

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Where Do We Stand Poetically?

(*Continued from page 18*)

poetry, excellent and exquisite as some of it is, could stand on an equality beside Palgrave's 'Golden Treasury.'"

A contrary view comes from William Griffith, recently president of the Poetry Society of America:

"In my observation and opinion, some of the best poetry ever written in this world has been done within the present generation. Poetasters innumerable exist and flourish to-day as columnists, and so on, and would have been Alexander Popes a time ago. They are worthy folk of their kind. But let them pass."

Mr. Stark Young, novelist and critic in *The New Republic*, swings the pendulum back again:

"I do not consider myself an authority on present-day verse, but I think there is nothing in the air in any sense that supports Mr. Funk's assertions.

"There is, no doubt, plenty of vitality, but that does not necessarily imply a connection with verse."

THE remainder of our replies strike the affirmative note, and will be grateful reading to those who woo the muse:

Mr. Conrad Aikin, an American poet who now lives in Henry James's former home in Rye, Sussex, writes:

"I think I agree with Mr. Funk, that 'more good verse is being written now than during any of the so-called Golden Ages of Literature'; but I would underline the words 'good verse.' Whether it will turn out to have been a great poetic period, remains to be seen. I am by no means sure that it won't! As for the idea that the art of poetry 'is being overwhelmed by this so-called machine age,' I think that is probably nonsense.

"Industrial or scientific developments have never for more than a moment affected poetry. May I refer you, on this subject, to an article which I contributed to one of the last issues of *The New Freeman* [now extinct], entitled 'The Future of Poetry'? It is very pertinent to your questions. But in case you have no time to refer to it, I quote the following passage:

"'Poetry is once more, slowly and painfully, learning to think. There is nothing really surprizing in this. Poetry has always kept easily abreast with the utmost man can do in extending the horizon of his consciousness, whether outward or inward. It has always been the most flexible, the most comprehensive, the most far-seeing, and hence the most successful of the modes by which he has accepted the new experience, realized it, and adjusted himself to it. Whether it is a change in his conception of the heavens, or of the law of gravity, or of mortality, or of the nature of consciousness, it has always at last been in poetry that man has given his thought its supreme expression—which is to say that most of all in poetry he succeeds in making real for himself the profound myth of personal existence and experience.'"

WE follow with the letter of Dean Christian Gauss of Princeton University:

"I willingly subscribe to the statement that more good and significant verse is being written to-day than was the case thirty years ago when we were still under the spell and in the shadow of the Victorian age. The idea that poetry is or will ever be finally overwhelmed by the so-called machine age is nonsense. Many good people feel that the machine is averse to freedom of the spirit. They are right. They forget, however, that it is only the most galling evils that arouse the most stirring spiritual protests.

"At the beginning of the last century the greatest poetry seems to have been the poetry of withdrawal like Wordsworth's, or of protest, like Byron's and Shelley's. One of the world's great masterpieces, Dante's 'Divine Comedy,' is a poem of protest. At the beginning of this century the Symbolists have given us the poetry of withdrawal. The indications seem to point to the fact that the immediate future will belong to our new poets of protest rather than to poets of Victorian acquiescence, like Tennyson and Browning."

THE contemporary renaissance in our literature began with poetry, says Louis Untermeyer in his response: "The blend of the factual and the imaginative, the heightening of the casual which is the dominant feature of present-day literature, from the novels of Ernest Hemingway to the plays of Eugene O'Neill, was first accomplished in the poetry of Robert Frost, Edwin Arlington Robinson, Ezra Pound, Edgar Lee Masters, and others whose names are a large part of the history of our times." And he goes on to cite those who contribute to the broadening and deepening of the stream:

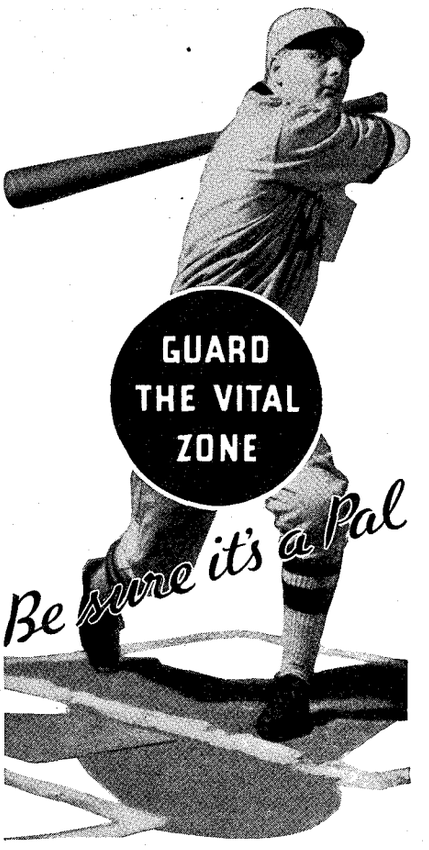
"This romantic realism was impelled, first of all, by a very flood of energy. And this impulse, naturally somewhat lowered after the high-tide, still persists. A greater range is manifest to-day than during any previous period.

"One need only consider a few of the outstanding poets to realize how wide that range can be. Contrast the eloquent modernism of Archibald MacLeish with the determined Elizabethanism of Edna St. Vincent Millay; the delicately diminished harmonies of Conrad Aikin with the harshly sweeping chords of Robinson Jeffers; the outspoken balladry of William Rose and Stephen Benet with the remotely allusive rhetoric of Hart Crane; the unequivocal candor of Carl Sandburg with the rare metaphysical music of Leonie Adams. Each poet is as different as possible from the other—and each is representative, in his own way, of all this time and place."

MR. HENDRIK WILLEM VAN LOON, the historian, writes us in the whirlwind of his daily occupation, and we report as he writes.

"I wish to God we would or could get rid of those Golden Ages which clutter all of history. (If we could get rid of history as still written to-day it would still be better.)

"Of course the machine age does not exclude good poetry. In a way the period of William Makepeace Shakespeare was a period of machines . . . in a mild way, but nevertheless many of the old simple



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and delightful bits of medieval civilization were going by the board. For example, chimneys were introduced and, no doubt, some old fossil complained that good verse could only be written by people whose eyes smarted from too much smoke.

"The era of Vondel was an era of commercialism and industrialism, and the best poetry of Dutch history was then being written.

"I don't think the machine age has anything to do with it.

"But poetry, like all art, is the result of emotion.

"I think that many of the emotions are being stifled in our day through sheer economic necessity. . . .

"Anywhere at any time a poet may arise who breaks through all the cellophane and gives us honest emotional upheavals done into honest words. Besides, aren't there a number of such men and women writing just now? Methinks there are.

"They may not be of the first variety, but was old Queen Bess shouting for Bill, altho she will be remembered a thousand years from now because she ruled England while William lived? Sorry that I had to write you this while I have a hundred other things to do."

MISS JESSIE B. KITTENHOUSE (Mrs. Clinton Scollard) believes that "a country that can produce in one year such a sonnet sequence as 'Fatal Interview,' by Edna St. Vincent Millay, such a psychological narrative as 'Matthias at the Door,' by Edwin Arlington Robinson, and two such volumes of lyric poetry as 'The Flowering Stone,' by George Dillon, and 'The Signature of Pain,' by Alan Porter, is certainly not in a poetic decline."

Before ending with the jubilant note of Charles Hanson Towne, we have to include the pessimistic reflections of Mr. Lewis Gannett of the New York *Herald Tribune:*

"Some of Edna St. Vincent Millay's lyrics will still be read, I believe, a century hence. Who else is writing to-day of whom one can be sure? The moods for Edwin Arlington Robinson and for the Dorothy Parkers will, I hope, be almost forgotten.

"Masefield once wrote some memorable poetry, but to-day he is as dead as Rudyard Kipling. I know no contemporary French or German voices that sing for the ages.

"No, I don't think this is one of the great golden ages of poetry. But that does not mean that either the machine or the war killed poetry. Poetry has survived other depressions, and will survive this."

NOW Mr. Towne, who calls the roll of those who he thinks give the lie to the deadening influence of the so-called "machine age":

"Poetry has not died out, nor is it dying. It is full of vitality. When, in our so-called machine age, we can have a poet like Edwin Arlington Robinson giving us a work like 'Matthias at the Door,' when Edna St. Vincent Millay's perfect sonnets can appeal to the multitude, when Sara Teasdale, of the younger poets, and Lizette Woodworth Reese, of the older school, can produce their beautiful lyrics in this country, and Robert Frost can come to us like another Wordsworth, and Richard Le Gallienne can be dreaming his dreams in a Paris attic, I see no reason to be pessimistic about poetry. And there is Joseph Auslander, a remarkable poet, who sacrifices everything for his art. In England there is de la Mare; in Ireland there is James Stephens. And Markham, on Staten Island, is not silent yet. And Dorothy Parker, with her beautiful impudence, and Selma Robinson with her quiet voice—no, poetry is by no means dead. I could go on with an endless list had I the time."

THE following is a list of the poets quoted on page 18 of this issue:

1. Lord Dunsany
2. Jerry Evans (New York *Evening Post*)
3. Algernon Swinburne
4. David McCord (New York *World*)
5. Dante Gabriel Rossetti
6. Martha B. Thomas (New York *Herald Tribune*)
7. John Keats
8. Eleanor A. Chaffee (New York *Evening Post*)
9. Harold Vinal (*Poetry World*)
10. Jerry Evans (New York *Evening Post*)
11. Samuel Hoffenstein
12. Alfred Tennyson
13. Harold Lewis Cook (*Poetry*)
14. Lord Byron
15. Matthew Arnold
16. Elder Olson (*Poetry*)
17. Lord Byron
18. Alfred Tennyson
19. David Morton (New York *Herald Tribune*)
20. Edna St. Vincent Millay ("Fatal Interview")
21. Edna St. Vincent Millay ("Fatal Interview")

High-Pressure Selling

The London *Times* devotes a column editorial to the menace of sky-writing and suggests that it is a sort of indecent advertising, and therefore should be forbidden.

Some very clever verse has been written on the subject. This extract from a poem in *The New Statesman* is quite Byronic in its ironic excellence:

"Now progress reigns; now dawns that happier day
When idle Nature can be made to pay.
Lift up your eyes; no more with one accord
'The heavens proclaim the glory of the Lord,'
But made subservient to man's deeper need
Blazon the virtues of the fragrant weed,
Instruct us in the brands of pills and gin,
Or on what day the Bargain Sales begin."
—*Boston Transcript.*

Eleven Ages of Man

The eleven ages of man, exprest in menu style, run about like this:

1. Milk.
2. Milk and bread.
3. Milk, eggs, bread, and spinach.
4. Oatmeal, bread and butter, green apples, and all-day suckers.
5. Ice-cream soda and hot dogs.
6. Minute steak, fried potatoes, coffee, and apple-pie.
7. Bouillon, roast duck, scalloped potatoes, creamed broccoli, fruit salad, divinity fudge, and demi-tasse.
8. Paté de foie gras, weiner schnitzel, potatoes Parisienne, egg-plant *à l'opera*, demi-tasse, Roquefort cheese.
9. Two soft-boiled eggs, toast and milk.
10. Crackers and milk.
11. Milk.—*Emmett (Ia.) Index.*

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empathy	radiovision
finagle	robot
gigolo	rotor-ship
gigolette	Saor Stat
houseware	soviet
intelligentsia	stagger (5)
jodhpur	tap-dancer
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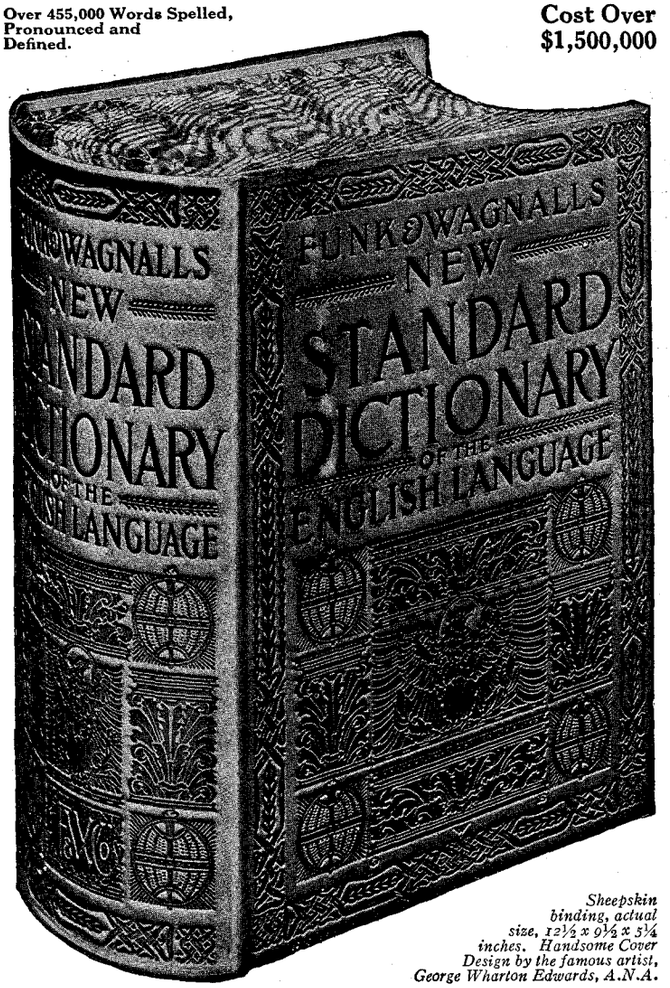

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Keeping in Practise.—"What's become of that hit-and-run driver?"

"He's now doing his stunt on the prison baseball team."—*Boston Transcript.*

Life's Darkest Moment.—FIRST HOBO—"What's worryin' yer, 'Erbert?"

SECOND HOBO—"I found a recipe for 'ome-made beer an' I ain't got no 'ome."—*Smith's Weekly.*

Knows Her Constituent.—CANVASSER—"Madam, I am taking data for the new political directory. What party does your husband belong to?"

MRS. PECK—"Take a good look, Mister—I'm the party!"—*Buffalo (N. Y.) Truth.*

No String on His Finger.—WAITER—"Haven't you forgotten something, sir?"

PROFESSOR—"Why, I thought I gave you the customary tip."

"You did, sir, but you forgot to eat."—*Humorist.*

Multiplication.—Willie was having trouble with arithmetic.

Said teacher, "How many do Daddy and Mother and Baby make?"

"Two and one to carry," said little blockhead Willie.—*Church bulletin sent from Oklahoma.*

Referred to Our Emily.—If Emily Post wants to be really helpful these days she will lay off telling us what to do when there are too many knives, forks and spoons on the table, and tell us what to do when there isn't enough to eat on it.—*Cincinnati Enquirer.*

Stage Managing Ma.—HAROLD.—"Mummy, we're going to play elephants at the zoo and we want you to come."

MOTHER—"What on earth can I do?"

HAROLD—"You can be the lady who gives them peanuts and candy."—*Passing Show.*

Mimic the Skipping Baa-Lamb.—

Spring! When the open road calls.
Spring! When the weather's fine.
Spring! When the country beckons
With songbirds and lowing kine.

Spring! And a million cars out!
Spring! When the motors hum—
So if you go out walking,
Spring when you see them come.

—*Judge.*

Big Art v. Big Business.—The story runs that a prominent Hollywood movie star demanded a big increase of salary in her new contract.

"But, good heavens!" protested the head of the concern, "that is more than we pay the presidents of our big oil and insurance companies."

"All right," said the star, "then let your big oil and insurance presidents come out here and vamp for you."—*Boston Transcript.*

Lost Her Face.—

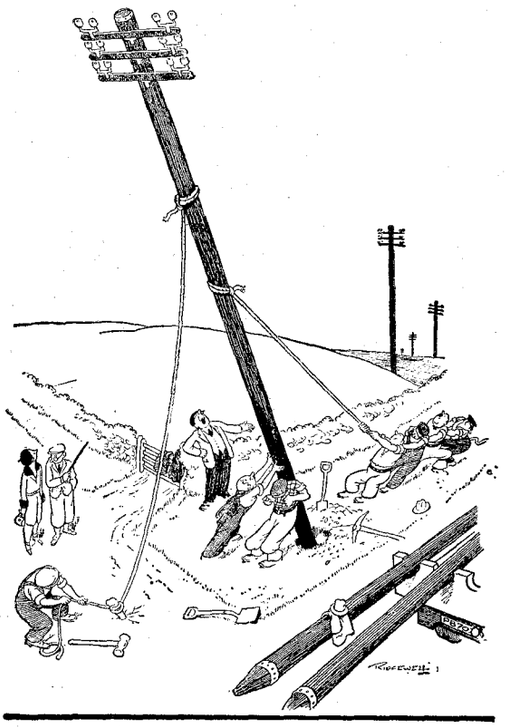
A nifty young flapper named Jane
While walking was caught in the rain.
She ran—almost flew,
Her complexion did, too,
And she reached home exceedingly plain.

—*Boston Transcript.*

A Wilt as Good as a Will.—A passer-by stopt to watch an old man in his garden weeding.

"Which weeds do you consider the easiest to kill?" he asked.

"Widow's weeds," answered the old man. "You only have to say 'wilt thou,' and they wilt."—*Bystander (London).*



"Ah! That reminds me, Gladys. It's quite time I put those bean poles in!"

—"The Humorist" (London).

Ouch!—A bridge expert warns amateurs against the psychic bid. On the other hand, a writer in *Punch* seems to advocate the shin code we spoke of the other day:

Matilda, when you have a hand
That makes you feel like bidding psychic,
I hope, lest in the soup we land,
That you will let me understand
By an informatory pslychic.

—*Boston Transcript.*

Hay Foot, Straw Foot.—Then there's the one about the director who was having difficulty with a troop of extras recruited for a parade scene in a war film currently in production.

"When I was a little boy," said the director sweetly, "my mother told me not to cry when I lost my wooden soldiers. 'Some day, Johnny dear,' she said, 'you will get those wooden soldiers back.'"

Then with a full parade-ground roar he bellowed, "And believe me, you wooden-headed scarecrows, that day has come!"—*New York Morning Telegraph.*

Slips That Pass in the Nigh

At Four o'Clock, We Presume.—Tea gas bombs were used by State police and deputy sheriffs to-day to halt 1,500 striking miners from Ohio.—*Chicago Daily New*

Detroit's Latest.—For Sale—Fo. Coupé. Has new tires, new paint job, tileu bath, furnace heat, servants room, large frontage. Can be seen by appointment only.—*Atlanta Journal.*

Bet the Sun-Dial Stared Back.—Th speakers stood on the base of the golden statue of Alma Mater, sitting with her specter and staring out at the sun-dial across the court.—*New York Times.*

Alas, Millions Remain.—

ANNUAL SAP CALL
LURES THOUSANDS
IN NEW ENGLAND

—*Troy (N. Y.) Observer Budget.*

"We Have With Us To-day."—First President Made Two Trips to New England, and During His Second, in 1789, Received Tremendous Orations on Every Side.—*National Republic.*

Well-Known Traveler.—Miss Jeanne A——, daughter of Mr. and Mrs. Kenneth A—— of Fielding Court, has returned to Goucher College. She had as a guest St. Paul.—*Maplewood (N. J.) paper.*

But How It Ends!—The International Sunday-school lesson for April 10 is "How Sin Begins"—Genesis 2:8—3:24.

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Noses to the Grindstone.—Request to allow watchmen in sprinklered, supervised cotton risks to make half-yearly rounds in lieu of hourly rounds required by schedules was denied.—*New York Journal of Commerce.*

Why He Whispered.—Hewitt began in low tones to exonerate the football team from charges of egg-throwing.

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"Louder," yelled the crowd.—*New York Herald Tribune.*

Going Chicago One Better.—Tacoma's most distinctive apts.—Pretty marine corner; 3 bedrooms.

BULLET-PROOF VESTS
Supplied in Bachelor Apts.

—*Ad in the Tacoma Daily Ledger.*

Two Heads Better Than One.—Mills probably has attracted more attention than any of the other riders. This two-headed youngster with the baby face has shown a brand of horsemanship that should carry him far in his game.—*Baltimore Evening Sun.*

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